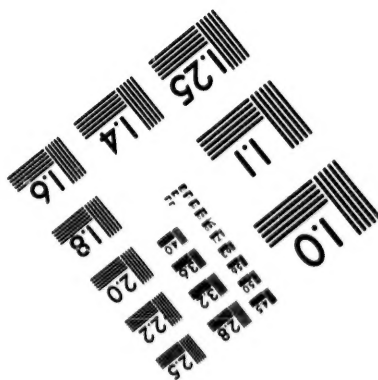
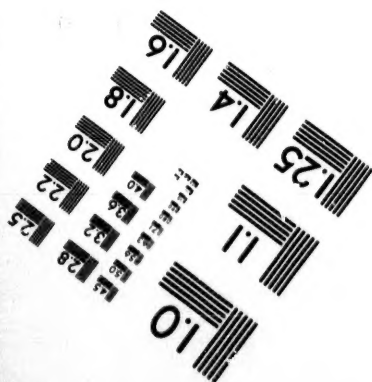


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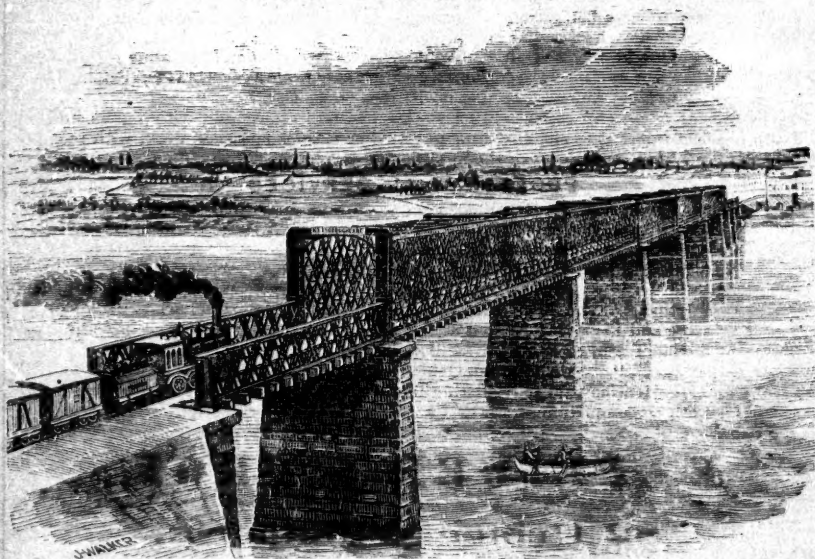
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J. Chm

THE
Gazetteer and Guide
TO THE
MARITIME PROVINCES
FOR 1876-7:



CONTAINING DESCRIPTION OF
**Towns and Villages in Nova Scotia, New Brunswick and P. E. Island ;
giving the Distance, Fare and Population.**

PUBLISHED BY CHARLES D. McALPINE,
HALIFAX, N. S.

HALIFAX :
MORNING HERALD PRINTING AND PUBLISHING CO.
1876.

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SURGEON DENTIST,

105 HOLLIS STREET, HALIFAX,

Between Halifax and International Hotel.

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Hill's "	" 1.50 "
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Removing Teeth, each	" 0.50 "
" " with Nitrous Oxide Gas.....	" 1.50 "

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HAINES BROS',

PIANOFORTES;

AND

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ORGANS.

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AND

Liverpool, England, Via Queenstown,

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Jan. 25th.	May 2d.	August 8th.	Oct. 31st.
Feb. 8th.	May 16th.	August 22d.	Nov. 14th.
Feb. 22d.	May 30th.	Sept. 5th.	Nov. 28th.
March 7th.	June 13th.	Sept. 19th.	Dec. 12th.
March 21st.	June 27th.	Oct. 3d.	Dec. 26th.
April 4th.	July 11th.		

A few hours after their arrival from Liverpool at Halifax, these steamers proceed either to Baltimore or Quebec, during the summer season, and to Baltimore during Winter. The Mail Steamers of this Line also run weekly during the open navigation from

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Hon. A. Shae, St. John's, N'fld.

The Gazetteer and Guide

TO THE

LOWER PROVINCES,

FOR 1876-77:

CONTAINING

ROUTES FOR SUMMER TRAVEL

THROUGH THE

COAST AND INLAND TOWNS

OF

Nova Scotia, New Brunswick, Cape Breton, and P. E. Island.

Sketches of Scenery on River, Lake and Seashore, Time Tables of
Railroads, Steamboats and other Conveyances, Hotels, Hacks,
Livery Stables, Shopping, &c., &c.

Published by CHARLES D. McALPINE,
HALIFAX, N. S.

HALIFAX, N. S. :
HERALD PRINTING AND PUBLISHING CO.

1876.

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HESSLEIN BUILDING, HOLLIS STREET,

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PREFACE.

HAVING had to spend a great deal of time and money collecting the names of Towns and Villages in the three Provinces,—Nova Scotia, New Brunswick, and P. E. Island,—it has delayed the work two or three weeks beyond the time I expected to issue the GAZATEER AND GUIDE. It will make the work more complete, as the Publisher has been enabled to collect a good deal of valuable matter, and the GUIDE can be used all the year round for the information about the towns. The work also has a description of Scenery, Railway Time Tables, Mails, Stages, and a varied assortment of useful information.

I take this opportunity of thanking the persons who have availed themselves of the advertising facilities of the GUIDE, and hope, by push and enterprise, to merit a continuance of their patronage.

ALMA HALL,

160—GRANVILLE STREET—160

HALIFAX, N. S.

WALTER BARRON & CO. TAILORS & CLOTHIERS,

Constantly on hand, a very large Stock of Black and Blue

BROAD CLOTHS,

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FANCY TWEEDS in great variety,

To suit all seasons, including Scotch Cheviots, West Fancies, &c.

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Wholesale and Retail.

WALTER BARRON & Co.

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Opposite Halifax and International Hotels.

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Do.	Do.	GRAND TRUNK	Do.
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CUSTOM HOUSE BROKER AND COMMISSION AGENT.

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Stocks of

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&c. &c. &c.

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Every description of **STENCIL GOODS**, Linen and Card Markers,
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65 Upper Water St.,

3 DOORS NORTH OF H. M. ORDNANCE.

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New Gun Shop and Sporting Depot.

J. ROBERTS, Gunsmith,

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Dealer in Revolvers, Ammunition, and everything required by the Sportsman.

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Gents' Furnishing Goods,

Consisting in part of

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- Addington Fork, Antigonish Co., distant from New Glasgow 43 miles,
fare 2.25. Population about 100.
- Advocate Harbor, Cumberland Co., distant from Parrsborough 28 miles,
fare 1.40. Population 600.
- Albany New, Queens Co., distant from Annapolis 40 miles fare 2.00.
Population 75.
- Albert Bridge C. B., Cape Breton Co., distant from Sydney 12 miles,
fare 60 cts. Population 250.
- Albion Mines, Pictou Co., distant from New Glasgow 3 miles, fare 9 cts.
Population 2,000.
- Alma, Pictou Co., distant from Stellarton 5 miles, fare 25 cts. Popu-
lation 100.
- Amherst, Cumberland Co., distant from Halifax 138 miles fare 3.78.
Population 2,000.
- Amherst Point, Cumberland Co., distant from Amherst 4 miles, fare
20 cts. Population 200.
- Amherst Shore, Cumberland Co., distant from Amherst 22 miles, fare
1.00. Population 200.
- Anderson's Mountain, Pictou Co., distant from New Glasgow 4 miles,
fare 20 cts. Population 100.
- Annapolis, Annapolis Co., distant from Halifax 129 miles, fare 3.75.
Population 800.
- Antigonish, Antigonish Co., distant from New Glasgow 40 miles, fare
2.00. Population 1,000.
- Antrim, Halifax Co., distant from Halifax 30 miles, fare 1.50. Popu-
lation 150.
- Apple River, Cumberland Co., distant from Parrsborough 38 miles, fare
2.00. Population 100.
- Acadia, Yarmouth Co., distant from Yarmouth 3 miles, fare 15 cts.
Population 500.
- Ardoise Hill, Hants Co., distant from Mount Uniacke 9 miles, fare 40
cts. Population 100.
- Argyle, Yarmouth Co., distant from Yarmouth 21 miles, fare 1.00.
Population 1,333.
- Arichat, C. B. Richmond Co., distant from Port Hawkesbury 30 miles,
fare 1.50. Population 1,058.
- Arisaig, Antigonish Co., distant from New Glasgow 32 miles, fare 1.50
Population 150.
- Ashdale, Hants Co., distant from mount Uniacke 11 miles, fare 50 cts.
Population 80.
- Aspotogan Harbor, Lunenburg Co., distant from Halifax 60 miles, fare
2.50. Population 40.

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(Late Bishop & Evans),

SUCCESSORS TO T. WESLEY AND J. H. MURPHY.

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Corner of Barrington & Blowers Streets,

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Baccaro, Shelburne Co., distant from Shelburne 32 miles, fare 1.50. Population 240.	
Back Meadows, Pictou Co., distant from Pictou 10 miles, fare 40 cts. Population 200.	
Baddeck C. B., Victoria Co., distant from Sydney 40 miles, fare 200 Population 400.	
Baddiek Bridge C. B., Victoria Co., distant from Sydney 40 miles fare 2.00 Population 300.	
Baileys Brook, Pictou Co., distant from New Glasgow 21 miles, fare 1.00 Population 250.	
Baker Settlement, Lunenburg Co, distant from Bridgewater 9 miles, fare 40 cts. Population 150	
Ball Rock, Halifax Co., distant from Halifax 20 miles, fare 80 cts. Population 80.	
Barneys River, (McKenzieville) Pictou Co., distant from New Glasgow 21 miles, fare 1.50. Population 1,228	
Barrington, Shelburne Co. distant from Halifax 140 miles fare 4.00. Population 810	
Barrington Passage, Shelburne Co distant from Halifax 148 miles fare 4.70. Population 500.	
Barrio's Beech, Antigonish Co., distant from New Glasgow 58 miles, fare 2.50. Population 70.	
Barton, Digby Co., distant from Digby 9 miles, fare 40 cts. Population 160.	
Bass River, Colchester Co., distant from Truro 27 miles, fare 1.50. Population 300.	
Baxter's Harbor, Kings Co., distant from Kentville 12 miles, fare 50 cts. Population 1.50.	
Bayfield, Antigonish Co. distant from Antigonish 15 miles, fare 50 cts. Population 250.	
Bay St. Lawrence C. B. Victoria Co. distant from Sydney 100 miles, fare 5.00. Population 419.	
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Bear Island, C. B., Richmond Co., distant from Halifax 200 miles, fare 12.00. Population 175.	
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Bear River, Digby Co., distant from Digby 9 miles, fare 50 cts. Population 900.	
Beaver Bank, Halifax Co., distant from Halifax 16 miles, fare 48 cts. Population 100.	
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Billiard Rooms,

The Best in the City.

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PROPRIETORS.

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English Room Paper and Paper Blinds.

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Halifax, N. S.

Opp. International Hotel.

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SEEDSMAN,

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Field, Garden and Flower Seeds, Dutch
Bulbs, Flower Roots, Herbs, &c., &c. The
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- Beaver Meadow, Antigonish Co distant from Antigonish 9 miles, fare 40 cts. Population 70.
- Beaver River, Yarmouth Co., distant from Yarmouth 13 miles, fare 75 cts. Population 400.
- Bedford, Halifax Co., distant from Halifax 8 miles, fare 24 cts. Population 150.
- Beech Hill, Kings Co., distant from Annapolis 4 miles, fare 20 cts. Population 1.50.
- Beech Hill, Queens Co., distant from Liverpool 5 miles, fare 25 cts. Population 50.
- Beech Meadows, Queens Co., distant from Liverpool 5 miles, fare 25 cts. Population 200
- Bellevaux Cove, Digby Co., distant from Digby 22 miles, fare 1.00. Population 200
- Berwick, Kings Co, distant from Halifax 82 miles, fare 250. Population 500.
- Big Bank C. B., Victoria Co. distant from Baddeck 18 miles, fare 80 cts. Population 40.
- Big Bras d'Or, C. B., Victoria Co., distant from Sydney 25 miles, fare 1.00. Population 100.
- Big Brook, Antigonish Co., distant from Antigonish 9 miles, fare 50 cts. Population 100.
- Big Brook River Dennis C. B., Inverness Co., distant from Port Hastings 18 miles, fare 80 cts. Population 200.
- Big Glace Bay, C. B., Cape Breton Co., distant from Sydney 20 miles, fare 1.00. Population 150.
- Big Harbor, C. B., Victoria Co., distant from Baddeck 7 miles, fare 40 cts. Population 2.00.
- Big Intervale, (Grand Narrows,) C. B., Victoria Co., distant from Baddeck 20 miles, fare 1.00. Population 150.
- Big Intervale, (Margaree,) C. B., Inverness Co., distant from Port Hood 55 miles, fare 2.00. Population 100.
- Big Island, Pictou Co., distant from Pictou 7 miles, fare 25 cts Population 100.
- Big Loraine, C. B., Cape Briton Co., distant from Sydney 20 miles, fare 1.00. Population 100.
- Big Pond, Cape Breton Co., distant from Halifax 290 miles, fare 14.50. Population 150.
- Big Tancook, Lunenburg Co., distant from Chester 9 miles, fare 50 cts. Population 350.
- Bill Town, Kings Co., distant from Kentville 7 miles, fare 25 cts. Population 1.00.
- Birchtown, Shelburne Co., distant from Shelburne 5 miles, fare 20 cts. Population 200.
- Bishop's Corner, Annapolis Co., distant from Annapolis 12½ miles, fare 50 cts. Population 60.
- Black Point, Shelburne Co., distant from Shelburne 25 miles, fare 1.00. Population 250.
- Black Point, Halifax Co., distant from Halifax 10 miles, fare 50 cts. Population 150.
- Black River, Antigonish Co., distant from Antigonish 14 miles, fare 75 cts. Population 100.

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- Black River, Pictou Co., distant from Pictou 15 miles, fare 50 cts.
Population 60.
- Black River, C. B., Richmond Co., distant from Pictou 100 miles, fare 5.00. Population 150.
- Black Rock, Cumberland Co., distant from Windsor 36 miles, fare 1.50.
Population 150.
- Blanche, Shelburne Co., distant from Shelburne 18 miles, fare 80 cts.
Population 100.
- Blandford, Lunenburg Co., distant from Chester 16 miles, fare 60 cts.
Population 100.
- Blind Bay, Halifax Co., distant from Halifax 21 miles, fare 1.00. Population 50.
- Blockhouse, Lunenburg Co., distant from Mahone Bay 4 miles, fare 20 cts.
Population 200.
- Bloomfield, Digby Co., distant from Digby 7 miles, fare 50 cts. Population 50.
- Blueberry, Queens Co., distant from Liverpool 9 miles, fare 50 cts.
Population 300.
- Blue Mountain, Pictou Co., distant from New Glasgow 14 miles, fare 75 cts. Population 150.
- Blue Rocks, Lunenburg Co., distant from Lunenburg 4 miles, fare 25 cts.
Population 200.
- Blue's Mills, C. B., Inverness Co., distant from Port Hastings 22 miles, fare 1.50. Population 70.
- Boisdale, C. B., Cape Breton Co., distant from Pictou 100 miles, fare 5.50. Population 500.
- Boularderie, C. B., Victoria Co., distant from Baddeck 12 miles, fare 75 cts. Population 500.
- Boom, C. B., Inverness Co., distant from Whyecomah 15 miles, fare 1.00, population 150.
- Branch, Lunenburg Co. distant from Bridgewater 7 miles, fare 40 cts., population 350.
- Bridgeport C. B., Cape Breton Co., distant from Sydney 13 miles, fare 1.00 population 300.
- Bridgetown, Annapolis Co., distant from Halifax 115 miles, fare 3.40 population 400.
- Bridgeville, Pictou Co., distant from Hopewell 26 miles, fare 1.25 Population 100.
- Bridgewater, Lunenburg Co., distant from Halifax 72 miles, fare 4.00 population 1,000.
- Brighton, Digby Co., distant from Digby 8 miles, fare 50 cts., population 350.
- Baileys Brook, Antigonish Co., distant from New Glasgow 30 miles, fare 1.25 population 250.
- Bristol, Queens Co., distant from Liverpool 3 miles, fare 20 cts., population 150.
- Broad Cove Chapel, C. B., Inverness Co, distant from Port Hood 26 miles, fare 1.25, population 150.
- Broad Cove, Digby Co., distant from Digby 6 miles, fare 50 cts., population 200.
- Broad Cove, (Intervale) C. B., Inverness Co., distant from Port Hood 18 miles, fare 1.50, population 250.

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 Broad Cove, (Marsh) C. B. Inverness Co., distant from Port Hood 30 miles, fare 1.50, population 1.50.
 Broad River, Queens Co., distant from Liverpool 8 miles, fare 50 cts., population 130.
 Brookfield, Colchester Co., distant from Halifax 53 miles, fare 1.59, population 150.
 Brookfield, Queen's Co., distant from Annapolis 41 miles, fare 1.30 population 660.
 Brookland, Pictou Co., distant from West River 8 miles, fare 50 cts., population 150.
 Brooklyn, Annapolis Co., distant from Middleton 2 miles, fare 25 cts., population 150.
 Brooklyn, Hants Co., distant from Newport 5 miles, fare 37½ cts., population 400.
 Brooklyn, Queens Co., distant from Liverpool 2½ miles, fare 25 cts., population 300.
 Brooklyn, Yarmouth Co., distant from Yarmouth 2 miles, fare 25 cts., population 250.
 Brooklyn Street, Kings Co., distant from Coldbrook 2 miles, fare 25 cts., population 80.
 Brook Village C. B., Inverness Co., distant from Port Hood 16 miles, fare 1.00, population 200.
 Brookville, Cumberland Co., distant from Windsor 43 miles, fare 1.75, population 100.
 Brookville, Yarmouth Co., distant from Yarmouth 16 miles, fare 1.00.
 Brookville, Digby Co., distant from Yarmouth 15 miles, fare 75 cts., population 150.
 Brookville, Pictou Co., distant from Coal Mines 5 miles, fare 25 cts., population 120.
 Brule Harbor, Colchester Co., distant from Truro 30 miles, fare 1.50, population 900.
 Brookfield, Queen's Co., distant from Liverpool 24 miles, fare 1.25, population 40.
 Burlington, Hants Co., distant from Windsor 6 miles, fare 15 cts., population 350.
 Burnt Coat, Hants Co., distant from Elmsdale 32 miles, fare 1.50, population 70.
 Caledonia Corner, Queen's Co., distant from Bridgewater 30 miles, fare 1.50, population 400.
 Caledonia, C. B., Cape Breton Co., distant from Sydney 16 miles, fare 70 cts., population 250.
 Caledonia Mills, Antigonish Co., distant from Antigonish 20 miles, fare 1.00, population 120.
 Cambridge, Hants Co., distant from Newport 22 miles, fare 1.00, population 100.
 Cambridge, King's Co., distant from Halifax 77 miles, fare 2.35, population 180.
 Canada Creek, Kings Co., distant from Kentville 18 miles, fare 75 cts., population 180.

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- Canaan, Cumberland Co., distant from Windsor 38 miles, fare 1.25, population 200.
- Canning, Kings Co., distant from Kentville 12 miles, fare 50 cts., population 600.
- Cape Canso, Guysborough Co., distant from Guysborough 31 miles, fare 1.25, population 1,136.
- Cape Cove, Digby Co., distant from Yarmouth 18 miles, fare 1.00, population 120.
- Cape George, Antigonish Co., distant from Antigonish 18 miles, fare 1.00, population 200.
- Cape Jack, Antigonish Co., distant from Antigonish 26 miles, fare 140, population 200.
- Cape John, Pictou Co., distant from Pictou 15 miles, fare 1.00, population 300.
- Cape Mabou, C. B., Inverness Co., distant from Port Hood 18 miles, fare 125, population 150.
- Cape Negro, Shelburne Co., distant from Barrington 7 miles, fare 40 cts., population 350.
- Cape Negro Island, Shelburne Co., distant from Barrington 12 miles, fare 70 cts., population 150.
- Cape Sable, Shelburne Co., distant from Barrington 5 miles, fare 25 cts., population 600.
- Cape St. Mary's, Digby Co., distant from Yarmouth 20 miles, fare 1.00, population 80.
- Cariboo, Pictou Co., distant from Pictou 4 miles, fare 25 cts., population 300.
- Cariboo Harbor, Pictou Co., distant from Pictou 5 miles, fare 25 cts., population 90.
- Cariboo River, Pictou Co., distant from Pictou 6 miles, fare 35 cts., population 100.
- Carlton, Yarmouth Co., distant from Yarmouth 16 miles, fare 1.00, population 778.
- Carlton, Shelburne Co., distant from Shelburne 9 miles, fare 40 cts., population 1,044.
- Carrolls Corner, Halifax Co., distant from Shubenacadie $3\frac{1}{2}$ miles, fare 25 cts., population 120.
- Carsdail, Annapolis Co., distant from Granville Ferry 9 miles, fare 50 cts., population 60.
- Catlone, Cape Breton Co., distant from Sydney 18 miles, fare 1.50, population 150.
- Cat Point, Shelburne Co., distant from Barrington 12 miles, fare 75 cts., population 200.
- Cedar Lake, Digby Co., distant from Yarmouth 14 miles, fare 1.00, population 150.
- Central Aylesford, Kings Co., distant from Kentville 19 miles, fare 1.00, population 100.
- Central Falmouth, Hants Co., distant from Windsor 2 miles, fare 15 cts., population 200.
- Central Onslow, Colchester Co., distant from Truro 3 miles, fare 20 cts., population 200.
- Centre Range, Lunenburg Co., distant from Lunenburg 5 miles, fare 25 cts., population 300.

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Centreville, Digby Co., distant from Digby 15 miles, fare 75 cts., population 200.
Centreville, Kings Co., distant from Kentville 4 miles, fare 15 cts., population 250.
Chance Harbor, Pictou Co., distant from Pictou 5 miles, fare 25 cts., population 50.
Charleston, Queens Co., distant from Liverpool 12 miles, fare 75 cts., population 150.
Chebogue, Yarmouth Co., distant from Yarmouth 5 miles, fare 30 cts., population 400.
Chebogue Point, Yarmouth Co., distant from Yarmouth 8 miles, fare 50 cts., population 60.
Chelsea, Lunenburg Co., distant from Bridgewater 14 miles, fare 75 cts., population 200.
Chester, Lunenburg Co., distant from Lunenburg 26 miles, fare 1.50, population 900.
Chester Basin, Lunenburg Co., distant from Chester 5 miles, fare 35 cts., population 390.
Cheticamp, Digby Co., distant from Yarmouth 25 miles, fare 1.50, population 150.
Cheticamp C. B., Inverness Co., distant from Mabou 50 miles, fare 300, population 1,915.
Cheverie, Hants Co., distant from Newport 20 miles, fare 1.20, population 200.
Cheggogin, Yarmouth Co., distant from Yarmouth 3 miles, fare 20 cts., population 350.
Chigonaise River, Colchester Co., distant from Truro 8 miles, fare 50 cts., population 450.
Chipman's Brook, Kings Co., distant from Kentville 13 miles, fare 50 cts., population 150.
Christmas Island, C. B., distant from Pictou 110 miles, fare 5.00, population 1,315.
Church Over, Shelburne Co., distant from Shelburne 7 miles, fare 40 cts., population 130.
Church Street, Kings Co., distant from Kentville 2 miles, fare 15 cts., population 200.
Churchville, Pictou Co., distant from New Glasgow 6 miles, fare 30 cts., population 150.
Clam Harbor, Guysborough Co., distant from Guysborough 10 miles, fare 40 cts., population 100.
Clare, Digby Co., distant from Digby 33 miles fare 2.00, population 1,877.
Clarke's Harbor, Shelburne Co., distant from Barrington 15 miles, fare 75 cts., population 400.
Clearland, Lunenburg Co., distant from Mahone Bay 2 miles, fare 15 cts., population 120.
Clementsport, Annapolis Co., distant from Annapolis 8 miles, fare 50 cts., population 300.
Clementsvalle, Annapolis Co., distant from Annapolis 12 miles, fare 1.00, population 500.
Clements West, Annapolis Co, distant from Annapolis 10 miles, fare 75 cts., population 100.

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- Clyde River, Shelburne Co., distant from Shelburne 14 miles, fare 1.00, population 300.
- Cogmagun, Hants Co., distant from Newport 12 miles, fare 90 cts., population 150.
- Coldbrook, Kings Co., distant from Halifax 75 miles, fare 2.25, population 150.
- Concord, Pictou Co., distant from Glengarry 3 miles, fare 20 cts., population 200.
- Conquerall, Lunenburg Co., distant from Bridgewater 8 miles, fare 50 cts., population 300.
- Conqurall Bank, Lunenburg Co., distant from Brigewater 4 miles, fare 25 cts., population 150.
- Corbury, Digby Co., distant from Digby 29 miles, fare 2.00, pop. 100.
- Cornwallis West, Kings Co., distant from Berwick 4 miles, fare 25 cts., population 100
- Country Harbor, Guysborough Co., distant from Guysborough 30 miles., fare 2.25, population 300.
- Cornwallis East, Kings Co., distant from Port Williams, 23 miles, fare 1.50 population 100.
- Cornwallis, Kings Co., distant from Halifax 70 miles. fare 4.00.
- Country Harbor, Cross Road, Guysborough Co., distant from Guysborough 26 miles, fare 1.75 population 300.
- Cow Bay C. B., distant from Sydney 22 miles, fare 1 25 population 1,586.
- Creignish C. B., Inverness C., distant from Port Hastings 9 miles, fare 50 cts., population 80.
- Cross Roads, Antigonish Co., distant from Antigonish 12 miles fare 90 cts., population 150.
- Cross Roads, River Dennis C. B., distant from Inverness 18 miles, fare 1.00 population 300.
- Crouse Town, Luenburg Co., distant from Bridgewater 19 miles, fare 1.50, population 100.
- Crow Harbor, Guysborough Co., distant from Guysborough 16 miles, fare 1.25 population 150.
- Cunard Street, Kings, Co., distant from Kentville 4. miles, fare 20 cts., population 100.
- Dalhousie Settlement, Pictou Co., distant from Pictou 14 miles, fare 75 cts., population 300.
- Darlings Lake, Yarmouth Co., distant from Yarmouth 10 miles, fare 75 cts., population 100.
- Dartmouth, Halifax Co., distant from Halifax 1 mile, fare 5 cts., population 4,358.
- Debert, Colchester Co., distant from Truro 12 miles, fare 75 cts., population 140.
- Debert River, Colechester Co., distant from Truro 11 miles fare 75 cts., population 400.
- Deep Cove, Lunenburg Co., distant for Halifax 34 miles, fare 3.00 population 30.

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- Densmore, Hants Co., distant from Shubenacadie 14 miles, fare 1.00 population 150.
- Descouse C. B., Richmond Co., distant from Arichat 8 miles, fare 50 cts., population 500.
- Digby, Digby Co., distant from Annapolis 19 miles, fare 1.50 population 1,300.
- Diligent River, Cumberland Co., distant from Parrsborough 6 miles, fare 40 cts., population 300.
- Douglas, Hants Co., distant from Newport 14 miles, fare 1.00 population 80.
- Durham, Pictou Co., distant from Pictou 7 miles fare 50 cts., population 180.
- Dutch Village, Halifax Co., distant from Halifax 3½ miles, fare 10 cts. population 100.
- Eagle Head, Queens Co., distant from Liverpool 7 miles, fare 40 cts., population 150.
- Earlton, Colchester Co., distant from Riversdale 14 miles, fare 100, population 1,233.
- East Bay (North Side) Cape Breton distant from Pictou 115 miles, fare 5.50, population 100.
- East Dublin, Lunenburg Co., distant from Annapolis 75 miles, fare 4.00 population 80.
- East Jeddore, Halifax Co., distant from Halifax 40 miles fare 2.50, population 100.
- East Marsh, Hants Co., distant from Windsor 5 miles, fare 25 cts., population 50.
- East Port Medway, Queens Co., distant from Liverpool 15 miles, fare 75 cts. population 200.
- East Pubnico, Yarmouth Co., distant from Yarmouth 30 miles, fare 1.50 population 140.
- East River Island, Pictou Co., distant from Halifax 109 miles, fare 5.00 population 160.
- East River St. Marys, Pictou Co., distant from New Glasgow 27 miles, fare 200 population 150.
- East Chezzetcook, Halifax Co., distant from Halifax 21 miles, fare 1.25 population 400.
- Eastville, Colchester Co., distant from Brookfield 24 miles, fare 1.00 population 250.
- Eel Brook, Yarmouth Co., distant from Annapolis 120 miles, fare 6.00 population 150.
- Eight Mile Brook, Pictou Co., distant from West River, 8 miles fare 50 cts., population 80.
- Ellershouse, Hants Co., distant from Halifax 36 miles, fare 1.08 population 300.
- Elmvale, Pictou Co., distant from Pictou 14 miles, fare 75 cts., population 120.
- Elmsdale, Hants Co., distant from Halifax 30 miles, fare 1.25 population 200.

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- Elmsville, Pictou Co., distant from Pictou 24 miles, fare 1.25 population 120
- Enfield Hants Co., distant from Halifax 28 miles, fare 84 cts., population 130.
- Factory Dale, Kings Co., distant from Aylesford 4 miles, fare 25 cts., population 180.
- Falkland, Lunenburg Co., distant from Windsor 44 miles, fare 200, population 100.
- Fall Brook, Pictou Co., distant from New Glasgow 9 miles, fare 70 cts., population 50.
- Falmouth Station, Hants Co., distant from Windsor fare 15 cts., population 400.
- Falmouth Village, Hants Co distant from Falmouth 3 miles, fare 20 cts. population 200.
- Farmington, Annapolis Co., distant from Windsor 53 miles, fare 2.50 population 150.
- Fenwick, Cumberland Co., distant from Sackville 15 miles, fare 1.00, population 200.
- Fergusons Cove, Halifax Co., distant from Halifax 5 miles, fare 30 cts., population 200.
- Fishers Grant, Pictou Co., distant from Pictou 2 miles, fare 15 cts., population 300.
- Fish Pool, Pictou Co., distant from Pictou 14 miles, fare 75 cts., population 130.
- Five Houses, Lunenburg Co., distant from Bridgewater 12 miles, fare 70 cts., population 220.
- Five Islands, Colechester Co., distant from Halifax 111 miles, fare 4.50, population 600.
- Five Mile River, Hants Co., distant from Shubenacadie 19 miles, fare 1.00 population 150.
- Fletchers Station, Halifax Co., distant from Halifax 20 miles, fare 60 cts., population 80.
- Folleigh Lake, Colechester Co., distant from Truro 25 miles, fare 75 cts.
- Folly Village, Colechester Co., distant from Truro 14 miles, fare 50 cts., population 400.
- Four Mile House, Halifax Co., distant from Halifax 4 miles fare 12 cts., population 25.
- Fourchu C. B., Richmond Co., distant from Sydney 35 miles, fare 1.50 population 200.
- Four Mile Brook, Pictou Co., distant from West River 12 miles, fare 75 cts., population 60.
- Fox Harbor, Cumberland Co., distant from Pugwash 10 miles fare 70 cts., population 150.
- Fox River, Cumberland Co., distant from Truro 76 miles, fare 4.25 population 100.
- Framboise C. B., Richmond Co., distant from Sydney 70 miles, fare 4.00, population 300.
- Fraser's Grant, Antigonish Co., distant from New Glasgow 55 miles, fare 4.50 population.
- Fraser's Mills, Antigonish Co., distant from New Glasgow 48 miles, fare 3.00, population 100.

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192 Argyle Street, Halifax.

- Fraser's Mills, Pictou Co., distant from Pictou 24 miles, fare 1.50 population 300.
- Free Port, Digby Co., distant from Digby 42 miles, fare 2.75, population
- French River, Pictou Co., distant from New Glasgow 16 miles, fare 1.00 population 250.
- Gabrousse C. B., Cape Breton Co., distant from Sydney 25 miles, fare 1.25, population.
- Gairlock, Pictou Co., distant from Pictou 16 miles, fare 80 cts., population
- Garden of Eden, Pictou Co., distant from New Glasgow 21 miles, fare 1.50 population 150.
- Gaspereaux, Kings Co., distant from Wolfville 3 miles, fare 25 cts., population 250.
- Gay's River, Halifax Co. distant from Halifax 45 miles, fare 2.50 population 400.
- Gays River Road, Halifax Co., distant from Shubenacadie 14 miles, fare 75 cts., population 180.
- Gays River Road, Colchester Co., distant from Shubenacadie 9 miles, fare 50 cts., population 150.
- Georgefield, Hants Co., distant from Shubenacadie 12 miles, fare 75 cts., population 70.
- Georgeville, Antigonish Co., distant from New Glasgow 40 miles, fare 1.50 population 200.
- Giants Lake, Guysborough Co., distant from New Glasgow 80 miles, fare 4.00 population 300.
- Gilbert Cove, Digby Co., distant from Annapolis 32 miles, fare 1.50 population 200.
- Glen, Antigonish Co., distant from New Glasgow 42 miles, fare 2.50 population 250.
- Glen Road, Antigonish Co., distant from New Glasgow 42 miles, fare 2.50, population 150.
- Glenelg (St Mary) Guysborough Co., distant from New Glasgow 47 miles, fare 3.00 population 150.
- Glengarry, Pictou Co., distant from Truro 28 miles, fare 84 cts., population 150.
- Goat Island, Annapolis Co., distant from Annapolis 6 miles, fare 40 cts., population 100.
- Gold River, Lunenburg Co., distant from Chester 7 miles, fare 50 cts., population 150.
- Goldenville, Guysborough Co., distant from New Glasgow 57 miles, fare 3.50 population 900.
- Geose Harbor, Guysborough Co., distant from New Glasgow 77 miles, fare 4.00, population 100.
- Gore, Hants Co., distant from Elmsdale 16 miles, fare 1.00, population 200.
- Goshen, Colchester Co., distant from Truro 24 miles, fare 1.25, population 166.
- Goshen, Guysborough Co., distant from New Glasgow 78 miles, fare 4.50 population 150.
- Grafton, Queens Co., distant from Annapolis 30 miles, fare 1.50, population 100
- Grafton Corner, Kings Co., distant from Waterville 2½ miles, fare 25 cts., population 200.

WILLIAM CROWE,

133 Barrington Street,

(Between St. Paul's Church and the Parade,)

HALIFAX, N. S.

IMPORTER AND DEALER IN

BERLIN WOOLS,

Yarns, Fleeces, Canvas, Beads, Patterns,
Stamped Goods, Yokes, Toilet Sets,

SILK, WORSTED, COTTON AND STARR BRAIDS,

Stamping for Braiding and Embroidery,

All Kinds of Ladies' Working Material

AND

FANCY GOODS.

AGENT FOR THE

Raymond Sewing Machine

AND THE

American "Elias Howe" Machines.

Wholesale Importer of all kinds of
SEWING MACHINE NEEDLES, SHUTTLES,
BOBBINS, FINDINGS, OIL, ETC.

Needles sent by MAIL to any part of the
world.

Machines hired by the day or week.

Fleetwood Scroll Saws, Hand Bracket Saw Frames,

Walnut, Holly, Poplar, Rosewood, Satin-Wood, Veneers, &c.

PATTERNS OF PICTURE FRAMES, BRACKETS, &c., &c., FOR SORRENTO FRET CUTTING.

Agency for

Mme. DEMORSET'S Reliable Patterns

OF LADIES' AND CHILDREN'S GARMENTS.

Patterns sent post-paid on receipt of the price (see Catalogues,
which will be sent free on application).

Orders from the country for BERLIN WOOLS & FANCY
WORK will receive prompt attention.

Special Reduction to Bazaars and Church Societies.

- Grand Anse C. B., Richmond Co., distant from Sydney 84 miles, fare 3.75 population 250.
- Grandique Ferry (North Side) C. B., Richmond Co., distant from Arichat 7 miles, fare 50 cts., population 50.
- Grandique Ferry (South Side) C. B., Richmond Co., distant from Arichat 7 miles fare 50 cts., population 50.
- Grand Lake, Halifax Co., distant from Halifax 23 miles, fare 69 cts.,
- Grand Narrows C. B., Victoria Co., distant from Baddeck 12 miles, fare 60 cts., population 100.
- Grand Pre, King's Co., distant from Windsor 15 miles, fare 55 cts., population 600.
- Grand River, C. B., Richmond Co., distant from Sydney 48 miles, fare 2.25 population 150.
- Grant (The,) Lunenburg Co., distant from Chester 9 miles fare 50 cts., population 50.
- Granville Ferry, Annapolis Co., distant from Annapolis 1½ miles, fare 7 cts., population 300.
- Grays Wood, Annapolis Co., distant from Annapolis 7 miles, fare 50 cts., population 120.
- Great Hills, Queens Co., distant from Liverpool 2 miles, fare 25 cts., population 70.
- Great Village Colechester Co., distant from Truro 18 miles, fare 1.25 population 600.
- Greenfield, Kings Co., distant from Wolfville 17 miles, fare 1.00 population 100.
- Greenfield, Queens, Co., distant from Annapolis 50 miles, fare 3.25 population 100.
- Green Harbor, Shelburne Co., distant from Shelburne 17 miles, fare 1.25 population 200.
- Green Hill, Pictou Co., distant from Pictou 7 miles, fare 70 cts., population 200.
- Greenville, Cumberland Co., distant from Truro 35 miles, fare 1.05 population 100.
- Greenwich, Kings Co., distant from Windsor 20 miles, fare 1.00, population 150.
- Grosses Coques, Digby Co., distant from Digby 26 miles, fare 1.50 population 400.
- Gross Point C. B., Victoria Co., distant from Sydney 26 miles, fare 1.50 population 100.
- Gulf Shore, Cumberland Co., distant from Sackville 39 miles, fare 2.00 population 200.
- Gulliver Cove Digby Co., distant from Annapolis 30 miles, fare 150 population 100.
- Gunning Cove, Shelburne Co., distant from Shelburne 9 miles, fare 50 cts., population 160.
- Guysborough, Guysborough Co., distant from New Glasgow 67 miles, fare 5.00 population 1,887.
- Guysborough (Intervale,) Guysborough Co., distant from Guysborough 10 miles, fare 50 cts., population 1,265.
- Halfway River, Cumberland Co., distant from Parrsboro 8 miles, fare 50 cts., population 150.

Somerset House,

King Street, Windsor, N. S.

JAMES S. LAUGHNESY, - Proprietor.

The Subscriber, late of the Avon Hotel, having purchased the above premises, has fitted them up in a most commodious and comfortable manner, and is now prepared to furnish good accommodation for both man and beast. The establishment is within a minute's walk of the Railroad Depot and Steamboat, and travellers favoring it with a call will receive every care and attention. The Stabling is excellent, and Horses will be carefully looked after.

CHARLES F. VOSE.

HENRY C. FIELDING.

C. F. VOSE & CO.

Wholesale and Retail

Wines & Spirit Merchants,

Importers and General Dealers,

No. 247 HOLLIS STREET,

Next door to Fishwick's Express,

HALIFAX, N. S.



HALIFAX HOTEL,

Hollis Street,

HALIFAX, N. S.

H. HESSLEIN & SONS,

PROPRIETORS.

- Halifax, Halifax Co., distant from St. John W. & A. R., 190 miles, fare 5.00, return ticket 7.50. I. C. R., 276 miles, fare 6.00, return ticket 9.00, distant from Portland, Maine, 500 miles, fare 6.00.
- Hall's Harbor, Kings Co., distant from Kentville 12 miles, fare 50 cts., population 150.
- Hammond's Plain, Halifax Co., distant from Bedford 7 miles, fare 35 cts., population 35.
- Hampton Annapolis Co., distant from Bridgetown 5 miles, fare 25 cts., population 100.
- Hantsport Hants Co., distant from Windsor 7 miles, fare 21 cts., population 700.
- Harbor-au-Bouche, Antigonish Co., distant from Antigonish 30 miles, fare 1.50 population 700.
- Harbor Road, Antigonish Co., distant from Antigonish 5 miles, fare 30 cts., population 250.
- Harborville, Kings Co., distant from Berwick 7 miles, fare 50 cts., population 250.
- Hardwood Hill, Pictou Co., distant from Pictou 5 miles, fare 30 cts., population 200.
- Hardwood Lands, Hants Co., distant from Elmsdale 7 miles, fare 40 cts., population 100.
- Harmony, Queen's. Co., distant from Annapolis 40 miles, fare 2.50, population 150.
- Harrigan Cove, Halifax Co., distant from Halifax 90 miles, fare 5.00, population 250.
- Hartford, Yarmouth Co., distant from Amherst 6 miles, fare 40 cts., population 150.
- Hastings, Cumberland Co., distant from Amherst 6 miles, fare 50 cts., population 100.
- Havelock, Annapolis Co., distant from Lawrencetown 8 miles, fare 50 cts., population 100.
- Hay's River, C. B., Inverness Co., distant from Port Hood 4 miles, fare 30 cts., population 100.
- Head of Wallace Bay, Cumberland Co., distant from Truro 45 miles, fare 2.50, population 20.
- Head of Wallace Bay (North Side), Cumberland Co., distant from Truro 43 miles, fare 2.50, population 150.
- Hebbs' Mills, Lunenburg Co., distant from Bridgewater 3 miles, fare 25 cts., population 80.
- Hebron, Yarmouth Co., distant from Yarmouth 4 miles, fare 25 cts., population 500.
- Heckman's Island, Lunenburg Co., distant from Lunenburg 4 miles, fare 25 cts., population 125.
- Herring Cove, Halifax Co., distant from Halifax 9 miles, fare 50 cts., population 300.
- Hibernia, Queen's Co., distant from Annapolis 42 miles, fare 2.50, population 60.
- Highfield, Hants Co., distant from Newport 10 miles, fare 50 cts., population 200.

Halifax Nursery.

THIS ESTABLISHMENT

Lately removed from the old stand occupied for more than 20 years, is now situated on the

Corner of Robie & North Streets.

The Buildings Planned and in course of erection, will make the present premises

Second to None in the Provinces.

The Branches of the trade more particularly attended to are

GREEN-HOUSE & STOVE PLANTS.

SHRUBS, HARDY PERENNIALS,

Bedding Plants, Bulbs, Seeds & Boquets.

 Careful attention given to orders through the Post. 

H. HARRIS.

- Highland Village, Colechester Co., distant from Truro 21 miles, fare 1.00, population 100.
- Hillsboro', Cumberland Co., distant from Truro 39 miles, fare 2.50, population 400.
- Hillsborough, C. B., Inverness Co., distant from Port Hood 12 miles, fare 75 cts., population 200.
- Hillsburgh, Annapolis Co., distant from Annapolis 5 miles, fare 25 cts., population 50.
- Hillsdale, Hants Co., distant from Mount Uniacke 7 miles, fare 50 cts., population 80.
- Hollowell Grant, Antigonish Co., distant from Antigonish 10 miles, fare 75 cts., population 150.
- Hopewell, Pictou Co., distant from Pictou 17 miles, fare 51 cts., population 200.
- Horton Landing, King's Co., distant from Halifax 59 miles, fare 1.80, population 200.
- Hubbard's Cove, Halifax Co., distant from Halifax 32 miles, fare 2.00, population 350.
- Hunt's Point, Queen's Co., distant from Liverpool 8 miles, fare 50 cts., population 300.
- Indian Brook, Shelburne Co., distant from Shelburne 25 miles, fare 1.25, population 150.
- Indian Harbor, Guysborough Co., distant from Sherbrook 10 miles, fare 50 cts., population 250.
- Indian Harbor, Halifax Co., distant from Halifax 28 miles, fare 1.50, population 250.
- Indian Path, Lunenburg Co., distant from Lunenburg 5 miles, fare 25 cts., population 50.
- Indian Point, Lunenburg Co., distant from Chester 7 miles, fare 50 cts., population 60.
- Indian Point, Lunenburg Co., distant from Mahone Bay 4 miles, fare 25 cts., population 250.
- Indian Road, Hants Co., distant from Shubenacadie 7 miles, fare 50 cts., population 200.
- Ingonish, Victoria Co., distant from New Glasgow 150 miles, fare 10.00, population 200.
- Irish Cove, C. B., Richmond Co., distant from Sydney 34 miles, fare 2.00, population 300.
- Isaac's Harbor, Guysborough Co., distant from New Glasgow 90 miles, fare 5.00, population 400.
- Ishgonish, Colchester Co., distant from Truro 8 miles, fare 25 cts., population 100.
- Jacksonville, Kings Co., distant from Aylesford 5 miles, fare 50 cts., population 120.
- Jeddore, Halifax Co., distant from Halifax 40 miles, fare 2.00, population 1,643.
- Joggins Mines, Cumberland Co., distant from Amherst 22 miles, fare 1.25, population 250.
- Johnson's Point, Annapolis Co., distant from Granville Ferry 13 miles, fare 75 cts., population 350.
- Johnston's Crossing, Colchester Co., distant from Halifax 57 miles, fare 1.60, population 30.

CHAS. ROBSON & CO.

135 GRANVILLE STREET,

Halifax, N. S.

IMPORTERS OF

SILKS, SHAWLS,

IRISH POPLINS, VELVETS,

GLOVES, HOSIERY,

Silk and other Umbrellas and Sun Shades,

GENERAL DRAPERY,

Haberdashery, Gossamer Waterproof Garments,

MILLINERY

&c.,

&c.

- Jordan Bay, Shelburne Co., distant from Shelburne 9 miles, fare 50 cts., population 150.
- Jordan (East), Shelburne Co., distant from Shelburne 7 miles, fare 50 cts., population 250.
- Jordan Ferry, Shelburne Co., distant from Shelburne 4 miles, fare 25 cts., population 200.
- Jordan (West), Shelburne Co., distant from Shelburne 7 miles, fare 50 cts., population 200.
- Judique, C. B., Inverness Co., distant from Port Hood 10 miles, fare 60 cts., population 300.
- Kelley's Cove, Yarmouth Co., distant from Yarmouth 4 miles, fare 25 cts., population 300.
- Kempt, Queen's Co., distant from Annapolis 35 miles, fare 2.00, population 150.
- Kempt, Yarmouth Co., distant from Yarmouth 23 miles, fare 1.25, population 500.
- Kempt Head, C. B., Victoria Co., distant from Baddeck 7 miles, fare 40 cts., population 100.
- Kempt Road, C. B., Richmond Co., distant from Port Hawkesbury 3 miles, fare 25 cts., population 200.
- Kempton, Colchester Co., distant from Truro 12 miles, fare 75 cts., population 300.
- Kennetcook Corner, Hants Co., distant from Elmsdale 20 miles, fare 1.00, population 50.
- Kent's Island, Halifax Co., distant from Jeddore 3 miles, fare 25 cts., population 50.
- Kentville, Kings Co., distant from Halifax 70 miles, fare 2.00, population 1,779.
- Keppoch, Antigonish Co., distant from Antigonish 10 miles, fare 50 cts., population 200.
- Ketch Harbor, Halifax Co., distant from Halifax 16 miles, fare 1.00, population 80.
- Kingsburg, Lunenburg Co., distant from Lunenburg 12 miles, fare 75 cts., population 200.
- Kingston, Kings Co., distant from Halifax 94 miles, fare 2.85, population 120.
- Kirk Hill, Cumberland Co., distant from Windsor 45 miles, fare 2.00, population 100.
- Kinsmar's Corner, Kings Co., distant from Kentville 11 miles, fare 40 cts., population 50.
- Knoydart, Pictou Co., distant from New Glasgow 24 miles, fare 1.00, population 250.
- Labelle, Queens Co., distant from Liverpool 23 miles, fare 1.00, population 30.
- LaHave Ferry, Lunenburg Co., distant from Bridgewater 9 miles, fare 50 cts., population 300.
- LaHave River, Lunenburg Co., distant from Bridgewater 9 miles, fare 75 cts., population 50.
- Lake Ainslie, C. B., Inverness Co., distant from Whycomah 12 miles, fare 1.00, population 150.
- Lake Ainslie (Cross Roads), C. B., Inverness Co., distant from Whycomah 12 miles, fare 1.00, population 150.

P. P. ARCHIBALD,

Country Market,

Commission Merchant,

PRODUCE AGENT,

Dealer in all kinds of

Country Produce.

Consignments Respectfully Solicited.

Nos. 8 & 10 Bedford Row,

HALIFAX, N. S.

FRUIT & FLOWER STORE,

133

ARGYLE STREET.

—
All kinds of

Choice Fruit,

Wedding and Party Boquets,

BUTTON-HOLE BOQUETS.

THOS. MITCHELL,

Fruiterer and Florist.

EDWARD FREDERICKS,
DISPENSING CHEMIST,

239 Brunswick Street,

Importer and Dealer in

COMBS, BRUSHES,

CHOICE PERFUMERY,

POMADES AND CREAMS,

HAIR WASHES,

HAIR DYES, SOAPS,

FACE POWDER,

And TOILET REQUISITES of every description, on hand or
imported to order.

 **PRESCRIPTIONS ACCURATELY DISPENSED.**

- Lake Ainslie (East), C. B., Inverness Co., distant from Whyecocomah 12 miles, fare 1.00, population 150.
- Lake Ainslie (Glen), C. B., Inverness Co., distant from Whyecocomah 12 miles, fare 1.00, population 100.
- Lake Ainslie (South), C. B., Inverness Co., distant from Whyecocomah 12 miles, fare 1.00, population 100.
- Lake George, Kings Co., distant from Aylesford 12 miles, fare 1.00, population 100.
- Lake George, Yarmouth Co., distant from Yarmouth 16 miles, fare 1.00, population 175.
- Lakeland, Hants Co., distant from Mount Uniacke 4 miles, fare 30 cts., population 50.
- Lake Side, Digby Co., distant from Digby 17 miles, fare 1.00, population 100.
- Lakeville, Kings Co., distant from Kentville 9 miles, fare 30 cts., population 200.
- Lapland, Lunenburg Co., distant from Bridgewater 12 miles, fare 75 cts., population 130.
- L'Archeveque, C. B., Richmond Co., distant from Sydney 48 miles, fare 2.50, population 100.
- Lawrencetown, Annapolis Co., distant from Halifax 107 miles, fare 3.20, population 600.
- Lawrencetown, Halifax Co., distant from Halifax 12 miles, fare 75 cts., population 150.
- Leicester, Cumberland Co., distant from Amherst 12 miles, fare 1.00, population 150.
- Leitchfield, Annapolis Co., distant from Annapolis 5 miles, fare 40 cts., population 150.
- Leitch's Creek, C. B., Cape Breton Co., distant from Pictou 100 miles, fare 6.50, population 150.
- Lequille, Annapolis Co., distant from Annapolis 2 miles, fare 25 cts., population 100.
- Lewis Bay, C. B., Cape Breton Co., distant from Sydney 25 miles, fare 1.25, population 150.
- Lewis Head, Shelburne Co., distant from Shelburne 27 miles, fare 1.50, population 120.
- Lime Rock, Pictou Co., distant from West River 8 miles, fare 50 cts., population 90.
- Lingan, C. B., Cape Breton Co., distant from Sydney 15 miles, fare 1.00, population 30.
- Liscomb Harbor, Guysborough Co., distant from Sherbrooke 14 miles, fare 1.00, population 390.
- Lismore, Pictou Co., distant from New Glasgow 24 miles, fare 1.50, population 150.
- Little Bras d'Or, C. B., Sydney, Cape Breton Co., distant from Sydney 20 miles, fare 5 cts., population 500.
- Little Bras d'Or, St. Andrews, Cape Breton Co., distant from Sydney 20 miles, fare 50 cts., population 150.
- Little Forks, Cumberland Co., distant from Amherst 13 miles, fare 1.00, population 250.
- Little Glace Bay, C. B., Cape Breton Co., distant from Sydney 15 miles, fare 1.00, population 400.

WALLACE & BALCOM,

BURSLEM HOUSE,

IMPORTERS AND DEALERS IN

CHINA, GLASS,

AND

EARTHENWARE,

Block Tin and Britania Wares,

ELECTRO-PLATE

AND

FANCY GOODS!

176 GRANVILLE STREET,

HALIFAX, N. S.

- Little Harbor, Shelburne Co., distant from Shelburne 27 miles, fare 1.50, population 150.
- Little Harbor, Pictou Co., distant from New Glasgow 8 miles, fare 50 cts., population 200.
- Little Judique, C. B., Inverness Co., distant from Port Hood 6 miles, fare 40 cts., population 300.
- Little Loraine, Cape Breton Co., distant from Sydney 31 miles, fare 2.00, population 100.
- Little Narrows, C. B., Victoria Co., distant from Whyeocmah 10 miles, fare 75 cts., population 150.
- Little River, Antigonish Co., distant from Antigonish 14 miles, fare 1.00, population 200.
- Little River, Digby Co., distant from Digby 25 miles, fare 1.75 population 200.
- Little River, Halifax Co., distant from Shubenacadie 19 miles, fare 1.50 population
- Little River Yarmouth Co., distant from Yarmouth 6 miles, fare 50 cts., population 200.
- Little Tancock, Lunenburg Co., distant from Chester 8 miles, fare 50 cts population 40.
- Little Tracadie, Antigonish Co., distant from Port Hastings 15 miles, fare 75 cts., population 200
- Liverpool, Queens Co., distant from Halifax 59 miles, fare 3.50, population 3,000.
- Livingstons Cove, Antigonish Co., distant from Malignant Cove, 6 miles, fare 40 cts., population 150.
- Lockhaber, Antigonish Co., distant from Antigonish 17 miles, fare 1.00, population 200.
- Lockbroom, Pictou Co., distant from Pictou 8 miles, fare 75 cts., population 200.
- Lockhartville, Kings Co., distant from Hantsport 2 miles, fare 25 cts., population 275.
- Lock Lomand, C. B., Richmond Co., distant from Port Hawkesbury 63 miles, fare 3.50, population 100.
- Locks Island, Shelburne Co., distant from Shelburne 21 miles, fare 1.50 population 400.
- Lockside, C. B., Richmond Co., distant from Port Hawkesbury 63 miles, fare 4.00 population 100.
- Loganville, Pictou Co., distant from West River 14 miles, fare 1.00, population 60.
- Londonderry, Colchester Co., distant from Truro 17 miles, fare 51 cts., population 600.
- Long Island, Kings Co., distant from Grand Pre 2 miles, fare 25 cts., population 120.
- Long Point C. B., Inverness Co., distant from Port Hastings 14 miles, fare 1.00, population 250.
- Long Point, Kings Co., distant from Berwick 7 miles. fare 50 cts., population 60.
- Louisburg C. B., Cape Breton Co., distant from Sydney 24 miles, fare 2.00, population 300.
- Low Point C. B., Inverness Co., distant from Port Hastings 7 miles, fare 50 cts., population 200.

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N. S.

- Lower Barney's River, Pictou Co., distant from New Glasgow 18 miles, fare 1.00, population 200.
- Lower Cunard, Kings Co., distant from Port Williams $3\frac{1}{2}$ miles, fare 25 cts., population 300.
- Lower Clyde, Shelburne Co., distant from Barrington 7 miles, fare 50 cts., population 100.
- Lower Cove, Cumberland Co., distant from Amherst 25 miles, fare 1.50, population 300
- Lower Dublin, Lunenburg Co., distant from Bridgewater 14 miles, fare 1.00 population 130.
- Lower Economy, Colchester Co., distant from Truro 33 miles, fare 2.00 population 350.
- Lower L'Ardoise C. B., Richmond Co., distant from St. Peters 8 miles, fare 50 cts., population 400.
- Lower Middleton, Annapolis Co., distant from Middleton $1\frac{1}{2}$ miles, fare 10 cts., population 100.
- Lower Onslow, Colchester Co., distant from Truro 5 miles, fare 30 cts., population 250.
- Lower Pereaux Kings Co., distant from Port Williams 11 miles, fare 75 cts., population 350.
- Lower Prospect, Halifax Co., distant from Halifax 22 miles, fare 2.00 population 190.
- Lower Rawdon, Hants Co., distant from Mount Uniacke 14 miles, fare 1.00, population 250.
- Lower River Inhabitants, C. B., Richmond Co., distant from Pictou 92 miles, fare 5.00 population 300.
- Lower Selmah, Hants Co., distant from Shubenacadie 25 miles, fare 1.50 population 200.
- Lower Settlement Middle River C. B., Victoria Co., distant from Bed-deck 12 miles, fare 75 cts population 100.
- Lower Settlement South River, Antigonish Co., distant from Antigonish 4 miles, fare 25 cts., population 200.
- Lower Stewiacke, Colchester Co., distant from Truro 17 miles, fare 1.00, population 250.
- Lower Village, Colchester Co., distant from Truro 3 miles, fare 25 cts., population 220.
- Lower Ward, Halifax Co., distant from Halifax 25 miles, fare 1.50 population 130.
- Lunenburg, Lunenburg Co., distant from Halifax 50 miles, fare 2.00 population 1,500
- Lunenburg Peninsula, Lunenburg Co., distant from Halifax 50 miles, fare 2.00 population 300.
- Mabou C. B., Inverness Co., distant from Port Hood 10 miles, fare 50 cts., population 600.
- Mabou Coal Mines C. B., Inverness Co., distant from Port Hood 16 miles, fare 1.00, population 250.
- Mabou N. E., C. B., Inverness Co., distant from Port Hood 10 miles, fare 75 cts., population 150.
- Maccan, Cumberland Co., distant from Amherst 8 miles, fare 24 cts., population 250.
- Maccan Mountain, Cumberland Co., distant from Amherst 25 miles, fare 1.00 population 250.

- McKay's Settlement, Hants Co., distant from Newport 7 miles, fare 50 cts., population 60.
- McKay's Point C. B., Victoria Co., distant from Baddeck 3 miles, fare 25 cts., population 150.
- McLellan's Brook, Pictou Co., distant from New Glasgow 8 miles, fare 50 cts., population 80.
- McLellans Mountain, Pictou Co., distant from New Glasgow 8 miles, fare 50 cts., population 120.
- McNutt's Island Shelburne Co., distant from Shelburne 12 miles, fare 60 cts., population 50.
- McPhersons Ferry C. B., Richmond Co., distant from Port Hawksberry 3 miles, fare 25 cts., population 150.
- Mahone Bay, Lunenburg Co., distant from Halifax 62 miles, fare 3.50, population 800.
- Main A Dieu C. B. Cape Breton Co., distant from Sydney 26 miles, fare 1.50, population 150.
- Maitland, Annapolis Co., distant from Annapolis 28 miles, fare 2.00 population 200.
- Maitland, Hants Co., distant from Shubenacadie 20 miles, fare 1.00 population 600
- Maitland, Lunenburg Co., distant from Mahone Bay 6 miles, fare 40 cts., population 200.
- Maitland, Yarmouth Co., distant from Yarmouth 11 miles, fare 75 cts., population 270.
- Malagawatch C. B., Inverness Co., distant from Port Hasting 31 miles, fare 1.50, population 250,
- Malignant Brook, Antigonish Co., distant from Malignant Cove 4 miles, fare 30 cts., population 180.
- Malignant Cove, Antigonish Co., distant from New Glasgow 56 miles, fare 1.25 population 150.
- Manchester Guysborough Co., distant from Guysborough 5 miles, fare 30 cts., population 300.
- Manchester, Road, Antigonish Co., distant from Antigonish 10 miles, fare 75 cts., population 100.
- Margaree, Inverness Co., distant from Port Hood 48 miles, fare 2.50 population 250.
- Margaree Forks C. B., Inverness Co., distant from Port Hood 40 miles, fare 2.00 population 240.
- Margaretsville, Annapolis Co., distant from Wilmot 7 miles, fare 50 cts., population 300.
- Marie Joseph, Guysborough Co., distant from Shelburne 18 miles, fare 1.25, population 500.
- Marion Bridge C. B., Cape Breton Co., distant from Sydney 12 miles, fare 75 cts., population 150
- Marriots Cove, Lunenburg Co., distant from Chester 2 miles, fare 25 cts., population 250.
- Marshall Town, Digby Co., distant from Digby 4 miles, fare 40 cts., population 300.
- Marsh Settlement, McLellans Mountain, Pictou Co., distant from New Glasgow 5 miles, fare 25 cts., population 70.
- Marshville, Pictou Co., distant from Pictou 20 miles, fare 1.00 population 100.

- Marshy Hope, Pictou Co., distant from New Glasgow 26 miles, fare 1.75 population 200.
- Martins Brook, Lunenburg Co., distant from Lunenburg 2 miles, fare 25 cts., population 150.
- Martins River Lunenburg Co., distant from Mahone Bay 3 miles, fare 25 cts., population 200.
- Masstown, Colchester Co., distant from Truro 10 miles, fare 75 cts., population 250.
- Mavillet, Digby Co., distant from Yarmouth 18 miles, fare 1.25 cts., population 240.
- Medford, Kings Co., distant from Port Williams 10 miles, fare 75 cts., population 200.
- Melrose, Guysborough Co., distant from New Glasgow 45 miles, fare 3.00 population 120.
- Melvorn Square, Annapolis Co., distant from Kingston 2 miles, fare 25 cts., population 400.
- Merigomish, Pictou Co., distant from New Glasgow 12 miles, fare 1.00, population 400.
- Merland, Antigonish Co., distant from Antigonish 20 miles, fare 1.50 population 300.
- Meteghan, Digby Co., distant from Yarmouth 28 miles, fare 1.50, population 500.
- Middlefield, Queens Co., distant from Liverpool 14 miles, fare 75 cts., population 80.
- Middle LaHave, Lunenburg Co., distant from Bridgewater 8 miles, fare 50 cts., population 70.
- Middle Musquodoboit, Halifax Co., distant from Stewiacke 18 miles, fare 1.25, population 800.
- Middle River C. B., Victoria Co., distant from Baddeck 13 miles, fare 75 cts., population 150.
- Middle Section N. E., Margaree C. B., Inverness Co., distant from Port Hood 49 miles, fare 2.50 population 150.
- Middle Settlement River, Inhabitants C. B., Inverness Co., distant from Port Hastings 10 miles, fare 75 cts., population 250.
- Middle Stewiacke, Colchester Co., distant from Brookfield 6 miles, fare 50 cts., population 300.
- Middletown, Annapolis Co., distant from Halifax 101 miles, fare 3.10, population 200.
- Milford, Annapolis Co., distant from Annapolis 14 miles, fare 75 cts., population 150.
- Milford Haven Bridge, Guysborough Co., distant from New Glasgow 60 miles, fare 3.00 population 150
- Millford Station, Hants Co., distant from Halifax 35 miles, fare 1.05, population 175.
- Mill Brook, Pictou Co., distant from West River 6 miles, fare 30 cts., population 200.
- Mill Cove, Lunenburg Co., distant from Chester 16 miles, fare 1.00, population 120.
- Miller's Creek, Hants Co., distant from Newport 7 miles, fare 50 cts., population 200.
- Millsvillage, Queens Co., distant from Liverpool 9 miles, fare 75 cts., population 400.

Milton Queens Co., distant from Liverpool 3 miles, fare 25 cts., population 1,100.
Minudie, Cumberland Co., distant from Amherst 24 miles, fare 1.50 population 600.
Mira Gut C. B., Cape Breton Co., distant from Sydney 12 miles, fare 75 cts., population 200.
Moidart, Antigonish Co., distant from New Glasgow 26 miles, fare 1.25 population 120.
Montague, Halifax Co., distant from Halifax 6 miles, fare 35 cts., population 400.
Moose Brook, Hants Co., distant from Elmsdale 33 miles, fare 1.50 population 100.
Moose Harbor, Queens Co., distant from Liverpool 2 miles, fare 15 cts., population 200.
Mooseland, Halifax Co., distant from Halifax 60 miles, fare 3.00, population 200.
Moose River, Pictou Co., distant from New Glasgow 18 miles, fare 1 00 population 50.
Morden, Kings Co., distant from Morden Road 7 miles, fare 40 cts., population 150.
Morden Road Station, Kings Co., distant from Halifax 89 miles, fare 2.70 population 50.
Morristown, Antigonish Co., distant from Antigonish 10 miles, fare 75 cts., population 200.
Morristown, Kings Co., distant from Aylesford 7 miles, fare 50 cts., population 180.
Mosherville, Hants Co., distant from Newport 12 miles, fare 75 cts., population 100.
Mount Denson, Hants Co., distant from Windsor 5 miles, fare 15 cts., population 200.
Mount Hanley, Annapolis Co., distant from Middletown 9 miles, fare 75 cts., population 200.
Mount Thom, Pictou Co., distant from West River 6 miles, fare 50 cts., population 400.
Mount Uniacke Mines, Hants Co. distant from Mount Uniacke, 4 miles, fare 37 cts., population 150
Mount Uniacke Station, Hants Co., distant from Halifax 26 miles, fare 78 cts., population 80.
Mouth of St. Mary's River, Guysborough Co., distant from Sherbrooke 8 miles, fare 50 cts., population 200.
Mull River C. B., Inverness Co., distant from Port Hood 15 miles, fare 1.00 population 150.
Musquodoboit Harbor, Halifax Co., distant from Halifax 40 miles, fare 2.00 population 60.
Nappan, Cumberland Co., distant from Amherst 5 miles, fare 15 cts., population 300.
Necumteuch Bay of Island, Halifax Co., distant from Halifax 110 miles, fare 6.00 population 400.
New Albany, Annapolis Co., distant from Lawrencetown 7 miles, fare 50 cts., population 200.
New Annan, Colechester Co., distant from Truro 22 miles, fare 1.25, population 300.

- New Campbellton C. B. Victoria Co., distant from Sydney 26 miles, fare 1.50 population 150.
- New Canada, Lunenburg Co., distant from Bridgewater 13 miles, fare 75 cts., population 120.
- New Cornwall, Lunenburg Co., distant from Mahone Bay 9 miles, fare 50 cts., population 200.
- New Edinburg, Digby Co., distant from Digby 20 miles, fare 1.00 population 180.
- New Germany, Lunenburg Co., distant from Lawrencetown 36 miles, fare 2.00 population 500.
- New Glasgow, Pictou Co., distant from Halifax 104 miles, fare 3.00, population 3,000.
- New Harbor, Guysborough Co., distant from Guysborough 17 miles, fare 1.00 population 250.
- New Italy, Lunenburg Co., distant from Bridgewater 11 miles, fare 75 cts., population 100.
- New Larig, Pictou Co., distant from Glengarry 3 miles, fare 25 cts., population 150.
- New Minas, Kings Co., distant from Kentville 2 miles, fare 10 cts., population 150.
- Newport Corner, Hants Co., distant from Ellershous 2 miles, fare 9 cts., population 100.
- Newport Landing, Hants Co., distant from Windsor 2 miles, fare 13 cts., population 500.
- Newport Station, Hants Co., distant from Windsor 5 miles, fare 18 cts., population 100.
- New Prospect, Cumberland Co., distant from Parrsborough 3 miles, fare 15 cts., population 100.
- New Ross, Lunenburg Co., distant from Chester 20 miles, fare 1.25 population 150.
- Newton, Colchester Co., near Upper Stewiacke population 100.
- New Tusket, Digby Co., distant from Digby 30 miles, fare 1.50 population 250.
- Nictaux Falls, Annapolis Co., distant from Middleton 4 miles, fare 50 cts., population 300.
- Nine Mile River East, Hants Co., distant from Elmsdale 7 miles, fare 50 cts., population 100.
- Noel, Hants Co., distant from Shubenacadie 32 miles, fare 2.00 population 300.
- Noel Shore, Hants Co., distant from Shubenacadie 27 miles, fare 1.50 population 100.
- North Brookfield, Queens Co., distant from Bridgewater 25 miles, fare 1.25 population 130.
- North East Branch, Margaree River C. B., Inverness Co., distant from Port Hood 45 miles, fare 3.00 population 135.
- North East Harbor, Shelburne Co., distant from Shelburne 21 miles, fare 150, population 250.
- Northfield, Hants Co., distant from Shubenacadie 122 miles, fare 6.00 population 70.
- Northfield, Lunenburg Co., distant from Bridgewater 12 miles, fare 75 cts., population 250.

- Northfield, Annapolis and Queens Co.'s, distant from Annapolis 30 miles, fare 1.75, population 80.
- North Mountain, Kings Co., distant from Kentville 10 miles, fare 75 cts., population 60.
- North Range, Digby Co., distant from Digby 10 miles, fare 75 cts., population 200.
- North River, Colchester Co., distant from Truro 4 miles, fare 30 cts., population 300.
- North Salem, Hants Co., distant from Shubenacadie 5 miles, fare 25 cts., population 250.
- North Shore, Victoria Co., distant from Pictou 200 miles, fare 12.00, population 150.
- North Side of Basin, River Dennis, C. B., Inverness Co., distant from Whycomoh 9 miles, fare 50 cts., population 130.
- North Sydney, Cape Breton Co., distant from Sydney 18 miles, fare 1.25, population 1,000.
- North-West Arm, Cape Breton Co., distant from Sydney 7 miles, fare 50 cts., population 400.
- North-West Bay, Queens Co., distant from Liverpool 12 miles, fare 75 cts., population 50.
- North-West Cove, Lunenburg Co., distant from Chester 25 miles, fare 1.50, population 150.
- North-West Range, Lunenburg Co., distant from Mahone Bay 4 miles, fare 25 cts., population 150.
- Oakfield, Halifax Co., distant from Halifax 25 miles, fare 75 cts., population 100.
- Oakland, Hants Co., distant from Newport Landing 2 miles, fare 20 cts., population 130.
- Oakland, Lunenburg Co., distant from Mahone Bay 2 miles, fare 25 cts., population 350.
- Oak Point, Kings Co., distant from Port Williams $7\frac{1}{2}$ miles, fare 60 cts., population 100.
- Ogilvie Wharf, Kings Co., distant from Berwick 8 miles, fare 50 cts., population 80.
- Ohio, Antigonish Co., distant from Antigonish 8 miles, fare 50 cts., population 200.
- Ohio, Lunenburg Co., distant from Bridgewater 16 miles, fare 1.00, population 300.
- Ohio, Shelburne Co., distant from Shelburne 3 miles, fare 20 cts., population 300.
- Ohio, Yarmouth Co., distant from Yarmouth 7 miles, fare 50 cts., population 400.
- Old Barns, Colchester Co., distant from Truro 5 miles, fare 25 cts., population 375.
- Oldham, Halifax Co., distant from Enfield $3\frac{1}{2}$ miles, fare 25 cts., population 500.
- Osborne, Shelburne Co., distant from Shelburne 20 miles, fare 1.30, population 100.
- Ovens, Lunenburg Co., distant from Lunenburg 12 miles, fare 75 cts., population 200.
- Oxford, Cumberland Co., distant from Amherst 31 miles, fare 2.00, population 150.

- Oyster Pond, Halifax Co., distant from Halifax 24 miles, fare 1.50, population 40.
- Paradise, Annapolis Co., distant from Halifax 110 miles, fare 3.25, population 350.
- Parker's Cove, Annapolis Co., distant from Halifax 5 miles, fare 75 cts., population 80.
- Parrsborough, Cumberland Co., distant from Windsor 30 miles, fare 1.50, population 800.
- Partridge Island, Cumberland Co., distant from Parrsborough 20 miles, fare 1.25, population 100.
- Peggy's Cove, Halifax Co., distant from Halifax 30 miles, fare 2.00, population 150.
- Pembroke, Colchester Co., distant from Riversdale 11 miles, fare 70 cts., population 350.
- Pembroke, Hants Co., distant from Newport 26 miles, fare 1.25, population 150.
- Pembroke, Yarmouth Co., distant from Yarmouth 26 miles, fare 1.50, population 200.
- Pennant Harbor, Halifax Co., distant from Halifax 21 miles, fare 1.50, population 90.
- Pereaux, Upper Kings Co., distant from Port Williams 10 miles, fare 75 cts., population 275.
- Petite De Grat, Richmond Co., distant from Arichat $2\frac{1}{2}$ miles, fare 25 cts., population 350.
- Petite Riviere, Lunenburg Co., distant from Bridgewater 16 miles, fare 1.25, population 600.
- Phinney's Mountain, Annapolis Co., distant from Bridgetown 7 miles, fare 50 cts., population 200.
- Pickett's Wharf, Kings Co., distant from Port Williams 5 miles, fare 30 cts., population 100.
- Pictou, Pictou Co., distant from Halifax 113 miles, fare 3.15, population 2,361.
- Pictou Landing, Pictou Co., distant from Pictou 1 mile, fare 3 cts., population 100.
- Piedmont Valley, Pictou Co., distant from New Glasgow 18 miles, fare 1.50, population 250.
- Pine Tree, Pictou Co., distant from New Glasgow 6 miles, fare 37 cts., population 100.
- Pirate Cove, Guysborough Co., distant from Port Mulgrave 2 miles, fare 25 cts., population 120.
- Plainfield, Pictou Co., distant from Pictou 12 miles, fare 75 cts., population 100.
- Pleasant River, Queens Co., distant from Liverpool 35 miles, fare 2 00, population 250.
- Pleasant Valley, Hants Co., distant from Elmsdale 19 miles, fare 1.00, population 50.
- Pleasant Valley, Pictou Co., distant from West River 8 miles, fare 50 cts., population 140.
- Point Michaux, C. B., Richmond Co., distant from Lower L'Ardoise 5 miles, fare 30 cts., population 150.
- Point of Cape, Antigonish Co., distant from Antigonish 22 miles, fare 1.25, population 100.

- Polly Bog, Colechester Co., distant from Halifax 48 miles, fare 1.40, population 50.
- Pomquet Chapel, Antigonish Co., distant from Antigonish 8 miles, fare 50 cts., population 200.
- Pomquet Forkes, Antigonish Co., distant from Antigonish 9 miles, fare 75 cts., population 400.
- Ponds, Pictou Co., distant from New Glasgow 22 miles, fare 1.00, population 150.
- Ponds, Yarmouth Co., distant from Yarmouth 2 miles, fare 20 cts., population 150.
- Port Acadia, Digby Co., distant from Digby 30 miles, fare 1.75, population 250.
- Port-au-Pique, Colchester Co., distant from Truro 23 miles, fare 1.50, population 500.
- Port Beckerton, Guysborough Co., distant from Sherbrooke 18 miles, fare 1.00, population 130.
- Porter's Lake, Halifax Co., distant from Halifax 18 miles, fare 1.25, population 120.
- Port Felix, Guysborough Co., distant from Guysborough 30 miles, fare 1.50, population 200.
- Port George, Annapolis Co., distant from Middleton 6 miles, fare 50 cts., population 150.
- Port Greville, Cumberland Co., distant from Parrsborough 14 miles, fare 1.00, population 250.
- Port Hastings, C. B., Inverness Co., distant from Halifax 176 miles, fare 5.50, population 600.
- Port Hawkesbury, C. B., Inverness Co., distant from Sydney 100 miles, fare 4.50, population 600.
- Port Hood, C. B., Inverness Co., distant from Port Hastings 28 miles, fare 2.00, population 700.
- Port Hood Island, Inverness Co., distant from Pictou 60 miles, fare 3.00, population 40.
- Port Jollie, Queens Co., distant from Liverpool 15 miles, fare 75 cts., population 200.
- Port La Bear, Shelburne and Queens Co., distant from Halifax 129 miles, fare 7.50, population 150.
- Port La Tour, Shelburne Co., distant from Barrington 8 miles, fare 50 cts., population 250.
- Port Maitland, Richmond Co., distant from New Glasgow 110 miles, fare 4.00, population 200.
- Port Matoun, Queens Co., distant from Liverpool 10 miles, fare 50 cts., population 350.
- Port Matoun Island, Queens Co., distant from Liverpool 13 miles, fare 75 cts., population 30.
- Port Medway, Queens Co., distant from Liverpool 10 miles, fare 62 cts., population 600.
- Port Mulgrave, Guysborough Co., distant from Port Hawkesbury 11 miles, fare 12 cts., population 400.
- Port Philip, Cumberland Co., distant from Pugwash 3 miles, fare 25 cts., population 80.
- Port Richmond, C. B., Richmond Co., distant from Port Hawkesbury 6 miles, fare 50 cts., population 120.

- Portuguese Cove, Halifax Co., distant from Halifax 14 miles, fare 75 cts., population 260.
- Port Williams, Annapolis Co., distant from Paradise 7 miles, fare 35 cts., population 250.
- Port Williams, Kings Co., distant from Halifax 65 miles, fare 1.95, population 300.
- Poulamond, C. B., Richmond Co., distant from Arichat 7 miles, fare 50 cts., population 200.
- Princeport, Colchester Co., distant from Truro 14 miles, fare 1.00, population 150.
- Prince William Street, Kings Co., distant from Kingston 4 miles, fare 37 cts., population 120.
- Prospect, Halifax Co., distant from Halifax 21 miles, fare 1.00, population 700.
- Prospect Bay, Halifax Co., distant from Halifax 21 miles, fare 1.00, population 30.
- Pubnico, Yarmouth Co., distant from Yarmouth 26 miles, fare 1.50, population 1,600.
- Pudding Pan, Queens Co., distant from Liverpool 10 miles, fare 75 cts., population 50.
- Pugwash, Cumberland Co., distant from Amherst 28 miles, fare 2.00, population 700.
- Pugwash River, Cumberland Co., distant from Truro 52 miles, fare 3.00, population 100.
- Queensville, C. B., Inverness Co., distant from Port Hastings 6 miles, fare 50 cts., population 150.
- Ragged Island Bay, Shelburne Co., distant from Shelburne 21 miles, fare 2.00, population 350.
- Ragged Reef, Cumberland Co., distant from Amherst 3 miles, fare 20 cts., population 80.
- Rear of Black River, C. B., Richmond Co., distant from St. Peters 16 miles, fare 1.00, population 150.
- Red Island, C. B., Richmond Co., distant from Sydney 42 miles, fare 3.00, population 200.
- Renfrew, Hants Co., distant from Enfield 7 miles, fare 50 cts., population 300.
- Richmond, Halifax Co., distant from Halifax $1\frac{1}{2}$ miles, fare 8 cts., population 1,000.
- Richmond, Yarmouth Co., distant from Yarmouth 10 miles, fare 75 cts., population 130.
- Ritchey's Cove, Lunenburg Co., distant from Lunenburg 10 miles, fare 75 cts., population 200.
- River Bourgeoise, C. B., Richmond Co., distant from Port Hawkesbury 31 miles, fare 2.00, population 300.
- River Dennis, C. B., Inverness Co., distant from Whyecomah 14 miles, fare 1.00, population 300.
- River Herbert, Cumberland Co., distant from Amherst 17 miles, fare 1.00, population 400.
- River John, Pictou Co., distant from Pictou 20 miles, fare 1.00, population 500.
- River John, West Branch, Pictou Co., distant from West River 14 miles, fare 75 cts., population 150.

fare 75	River Philip, Cumberland Co., distant from Amherst 28 miles, fare 84 cts., population 100.
fare 35	Riversdale, Colchester Co., distant from Truro 13 miles, fare 39 cts., population 80.
re 1.95,	Roberts Island, Yarmouth Co., distant from Yarmouth 18 miles, fare 1.25, population 150.
fare 50	Rocklin, Pictou Co., distant from Glengary 3 miles, fare 20 cts., population 230.
re 1.00,	Rockville, Yarmouth Co., distant from Yarmouth 5 miles, fare 50 cts., population 60.
les, fare	Rocky Lake Station, Halifax Co., distant from Halifax 11 miles, fare 33 cts., population 50.
popula-	Rogers' Hill, Pictou Co., distant from Pictou 8 miles, fare 60 cts., population 300.
re 1.00,	Rose Bay, Lunenburg Co., distant from Lunenburg 9 miles, fare 75 cts., population 250.
re 1.50,	Rosette, Queens Co., distant from Liverpool 32 miles, fare 2.00, population 60.
75 cts.,	Roseway, Shelburne Co., distant from Shelburne 16 miles, fare 1.00, population 200.
re 2.00,	Roseway, Digby Co., distant from Digby 8½ miles, fare 50 cts., population 100.
re 3.00,	Round Bay, Shelburne Co., distant from Shelburne 18 miles, fare 1.00, population 150.
6 miles,	Round Hill, Annapolis Co., distant from Halifax 122 miles, fare 3.55, population 200.
1 miles,	Sable River, Shelburne Co., distant from Liverpool 25 miles, fare 1.25, population 400.
fare 20	Sackville, Halifax Co., distant from Halifax 12 miles, fare 75 cts., population 300.
eters 16	Salem, Yarmouth Co., distant from Annapolis 89 miles, fare 5.00, population 200.
es, fare	Salmon River, C. B., Cape Breton Co., distant from Sydney 18 miles, fare 1.25, population 100.
popula-	Salmon River, Digby Co., distant from Yarmouth 16 miles, fare 1.00, population 250.
, popu-	Salmon River, Guysborough Co., distant from Guysborough 14 miles, fare 90 cts., population 200.
75 cts.,	Salmon River, Halifax Co., distant from Halifax 84 miles, fare 5.00, population 200.
es, fare	Salmon River Lakes, Guysborough Co., distant from Guysborough 45 miles, fare 3.00, population 150.
esbury	Salmon River, Lake Settlement, Guysborough Co., distant from New Glasgow 90 miles, fare 5.00, population 180.
4 miles,	Salmon River, Yarmouth Co., distant from Yarmouth 7 miles, fare 50 cts., population 200.
es, fare	Salt Springs, Pictou Co., distant from Pictou 31 miles, fare 93 cts., population 170.
popula-	Salt Springs, Cumberland Co., distant from Amherst 24 miles, fare 72 cts., population 50.
ver 14	Sambro Harbor, Halifax Co., distant from Halifax 18 miles, fare 60 cts., population 200.

- Sandford, Yarmouth Co., distant from Yarmouth 8 miles, fare 50 cts., population 400.
- Sand Point, Guysborough Co., distant from Port Mulgrave 9 miles, fare 50 cts., population 250.
- Sandy Beaches, Lunenburg Co., distant from Halifax 45 miles, fare 3.00, population 120.
- Sandy Cove, Digby Co., distant from Digby 20 miles, fare 1.50, population 400.
- Sandy Cove, Queens Co., distant from Liverpool $1\frac{1}{2}$ miles, fare 15 cts., population 100.
- Sandy Point, Shelburne Co., distant from Shelburne 5 miles, fare 25 cts., population 500.
- Saulnierville, Digby Co., distant from Digby 35 miles, fare 2.00, population 300.
- Saw Mill Creek, Annapolis Co., distant from Annapolis 3 miles, fare 25 cts., population 60.
- Scotch Hill, Pictou Co., distant from Pictou 5 miles, fare 40 cts., population 275.
- Scotch Village, Hants, distant from Newport 9 miles, fare 62 cts., population 200.
- Scott's Bay, Kings Co., distant from Port Williams 17 miles, fare 1.00, population 350.
- Scotsburn, Pictou Co., distant from Pictou 10 miles, fare 75 cts., population 250.
- Selmah, Hants Co., distant from Shubenacadie 22 miles, fare 1.50, population 225.
- Shag Bay, Halifax Co., distant from Upper Prospect 1 mile, fare 10 cts., population 100.
- Shag Harbor, Shelburne Co., distant from Barrington 12 miles, fare 75 cts., population 350.
- Sheet Harbor, Halifax Co., distant from Brookfield 50 miles, fare 4.00, population 375.
- Sheffield Mills, Kings Co., distant from Kentville 7 miles, fare 37 cts., population 200.
- Shelburne, Shelburne Co., distant from Liverpool 40 miles, fare 2.00, population 1,000.
- Sherbrooke Guysborough Co., distant from Antigonish 40 miles, fare 2.00, population 500.
- Shinimicas, Cumberland Co., distant from Amherst 16 miles, fare 1.00, population 250.
- Shoal Bay, Halifax Co., distant from Halifax 55 miles, fare 3.00, population 200.
- Shulee, Cumberland Co., distant from Amherst 32 miles, fare 1 50, population 75.
- Shubenacadie, Hants and Colchester Co's., distant from Halifax 39 miles, fare 1.17, population 350.
- Sight Point, Inverness Co., distant from Pictou 131 miles, fare 6.75, population 150.
- Six Mile Brook, Pictou Co., distant from West River 10 miles, fare 1.00, population 60.
- Skye Glen C. B., Inverness Co., distant from Port Hood 19 miles, fare 1.50, population 200.

Smiths Cove, Digby Co., distant from Digby 5 miles, fare 50 cts., population 125.
Smiths Island, C. B., Inverness Co., distant from Port Hood 2 miles, fare 25 cts., population 50.
Somerset, Kings Co., distant from Berwick 2 miles, fare 25 cts., population 180.
Sommerset, Lunenburg Co., distant from Bridgewater 14 miles, fare 1 00 population 75.
South, Lunenburg Co., distant from Lunenburg 3 miles, fare 25 cts., population 130.
South Bay C. B., Victoria Co., distant from Little Bras d'Or 50 miles, fare 4.00 population 100.
South Branch, Colchester Co., distant from Truro 22 miles, fare 1.25 population 250.
South Brookfield, Queens Co., distant from Liverpool 27 miles, fare 1.50, population 250.
South Gut of St. Ann's, Victoria Co., distant from Pictou 160 miles, fare 9.00 population 150.
South McLellans Mountain, Pictou Co., distant from Halifax 114 miles, fare 6.50 population 120.
South Mountain, Richmond Co., distant from Cole Mines 60 miles, fare 4.00, population 130.
South Range, Digby Co., distant from Digby 9 miles, fare 75 cts., population 150.
South Rawdon, Hants Co., distant from Mount Uniacke 10 miles, fare 50 cts., population 350.
South River Lake, Guysborough Co., distant from Hopewell 36 miles, fare 2.00 population 150.
South Side of Basin Dennis C. B., Inverness Co., distant from Port Hastings 24 miles, fare 1.50 population 200.
South Side of Boularderie C. B., Victoria Co., distant from Baddeck 15 miles, fare 1.00, population 80.
South Side of West Margaree C. B., Inverness Co., distant from Port Hood 35 miles, fare 2.00, population 125.
South Side of Whycomah C. B., Inverness Co., distant from Whycomah 7 miles, fare 5 cts., population 150.
Southville, Digby Co., distant from Digby 30 miles, fare 1.50 population 150.
Spa Springs, Annapolis Co., distant from Farmington 3 miles, fare 25 cts., population 100.
Spencers Island, Cumberland Co., distant from Parrsborough 25 miles, fare 1.25, population 80.
Springfield, Annapolis Co., distant from Lawrencetown 24 miles, fare 1 00, population 200.
Springfield, Antigonish Co., distant from Antigonish 10 miles, fare 75 cts., population 200.
Spring Hill, Cumberland Co., distant from Amherst 17 miles, fare 51 cts., population 120.
Springville, Pictou Co., distant from Hopewell 5 miles, fare 30 cts., population 350.
Spry Bay, Halifax Co., distant from Richmond 50 miles, fare 4.00, population 200.

- St. Andrews, Antigonish Co., distant from Antigonish 7 miles, fare 50 cts., population 400.
- St. Andrews, Colchester Co., distant from Stewiacke 7 miles, fare 50 cts., population 130.
- St. Croix Hants Co., distant from Newport 1½ miles, fare 9 cts., population 120.
- St. Croix's Cove, Annapolis Co., distant from Paradise 7 miles, fare 50 cts., population 75.
- St. George's Channel C. B., Richmond Co., distant from Port Hawkesbury 12 miles, fare 1.00 population 200.
- St. Joseph, Antigonish Co., distant from Antigonish 8 miles, fare 50 cts., population 200.
- St. Margarets Bay, Halifax Co., distant from Halifax 22 miles, fare 1.00 population 500.
- St. Mary's Bay, Digby Co., distant from Digby 12 miles, fare 50 cts., population 300.
- St. Patrick's Channel C. B., Victoria Co., distant from Baddeck 9 miles, fare 75 cts., population 150.
- St., Peters C. B., Richmond Co., distant from Port Hawkesbury 35 miles, fare 2 00, population 250.
- St. Peters Island C. B., Richmond Co., distant from St. Peters 7 miles, fare 50 cts., population 80.
- Starrs Point, Kings Co., distant from Port Williams 2 miles, fare 25 cts., population 170.
- Steam Mill Village, Kings Co., distant from Kentville 2 miles, fare 10 cts., population 175.
- Steep Creek, Guysborough Co., distant from Port Mulgrave 5 miles, fare 50 cts., population 180.
- Stellarton, Pictou Co., distant from Pictou 12 miles, fare 36 cts., population 2,500.
- Stewiacke Cross Roads, Colchester Co., distant from Halifax 44 miles, fare 1.32, population 250.
- Still Waters, Guysborough Co., distant from Sherbrook 4 miles, fare 30 cts., population 130.
- Still Waters, Hants Co., distant from Halifax 33 miles, fare 99 cts., population 100.
- Stoddarts, Annapolis Co., distant from Lawrencetown 19 miles, fare 1.00 population 20.
- Stoney Beech, Annapolis Co., distant from Granville Ferry 3½ miles, fare 25 cts., population 75.
- Summerville, Antigonish Co., distant from New Glasgow 27 miles fare 1.20 population 100.
- Summerville, Hants Co., distant from Windsor 12 miles, fare 75 cts., population 150.
- Sutherland River, Pictou Co., distant from New Glasgow 8 miles, fare 72 cts., population 180.
- Sutherland's River Mills, Pictou Co., distant from New Glasgow 8 miles, fare 75 cts., population 80.
- Sydney C. B., Cape Briton Co., distant from Halifax 284 miles, fare 9.00 population 3,000.
- Sydney Mines C. B., Cape Briton Co., distant from Sydney 18 miles, fare 75 cts., population 2,500.

Tangier, Halifax Co., distant from Halifax 57 miles, fare 3.00 population 600
Tatamagouche, Colchester Co., distant from Pictou 32 miles, fare 1.75 population 500.
Teny Cape, Hants Co., distant from Newport 80 miles, fare 1.50, population 250.
Thomson, Cumberland Co., distant from Amherst 35 miles, fare 1.05 population 250.
Three Mile House, Pictou Co., distant from Pictou 3 miles, fare 25 cts., population 250.
Three Mile Plains, Hants Co., distant from Windsor 3 miles, fare 9 cts., population 300.
Tidnish, Cumberland Co., distant from Amherst 21 miles, fare 1.00 population 300.
Tiverton, Digby Co., distant from Digby 30 miles, fare 2.00, population 200.
Toney River, Pictou Co., distant from Pictou 12 miles, fare 75 cts., population 300.
Tracadie, Antigonish Co., distant from Antigonish 22 miles, fare 1.25, population 1,700.
Termont, Kings Co., distant from Kingston 2½ miles, fare 15 cts., population 250.
Truro, Colchester Co., distant from Halifax 61 miles, fare 1.83 population 2,500.
Tuppersville, Annapolis Co., distant from Round Hill 3 miles, fare 25 cts., population 150.
Turns Bay, Halifax Co., distant from Halifax 20 miles, fare 1.00 population 240.
Tusket, Yarmouth Co., distant from Yarmouth 10 miles, fare, 75 cts., population 450.
Tusket Lakes, Yarmouth Co., distant from Yarmouth 15 miles, fare 100, population 300.
Tusket River West, Yarmouth Co., distant from Yarmouth 10 miles, fare 75 cts., population 800.
Two Islands, Cumberland Co., distant from Parrsborough 6 miles, fare 40 cts., population 100.
Union, Colchester Co., distant from Truro 9 miles, fare 27 cts., population 50.
Union Square, Kings Co., distant from Waterville 2½ miles, fare 25 cts., population 100.
Upper Barney's River, Pictou Co., distant from New Glasgow 24 miles, fare 1.75 population 200.
Upper Caledonia, Guysborough Co., distant from Sherbrooke 30 miles, fare 1.50 population 125.
Upper Canard, Kings Co., distant from Kentville 4 miles, fare 25 cts., population 150
Upper Church Street, Kings Co., distant from Kentvill 2 miles fare 25 cts., population 100.
Upper Clyde, Shelburne Co., distant from Shelburne 14 miles, fare 1.00 population 125.
Upper Dyke Village, Kings Co., distant from Kentville 3 miles, fare 15 cts., population 140.

- Upper Economy, Colchester Co., distant from Truro 28 miles, fare 2 00 population 425.
- Upper Kennetcook, Hants Co., distant from Shubenacadie 18 miles, fare 1.00, population 80.
- Upper Lahave, Lunenburg Co., distant from Bridgewater 4 miles, fare 25 cts., population 130.
- Upper L'Ardoise, Richmond Co., distant from St. Peters 7 miles, fare 50 cts., population 400.
- Upper Maccan, Cumberland Co., distant from Amherst 18 miles, fare 1 25 population 70.
- Upper Onslow, Colchester Co., distant from Truro 3 miles, fare 25 cts., population 230.
- Upper Port Latour, Shelburne Co., distant from Barrington 9 miles, fare 50 cts., population 250.
- Upper Rawdon, Hants Co., distant from Elmsdale 16 miles, fare 100, population 300.
- Upper Settlement of Middle River C. B., Victoria Co., distant from Baddeck 16 miles, fare 1.00, population 150.
- Upper Settlement of South River, Antigonish Co., distant from Antigonish 16 miles, fare 100, population 400.
- Upper Stewiacke, Colchester Co., distant from Truro 23 miles, fare 1.50, population 250.
- Valley, Colchester Co., distant from Truro 4 miles, fare 12 cts.,
- Vaughans, Hants Co., distant from Windsor 13 miles, fare 75 cts., population 150.
- Victoria, Cumberland Co., distant from Pugwash 10 miles, fare 75 cts., population 100.
- Victoria Bridge, Annapolis Co., distant from Digby 6½ miles, fare 50 cts., population 50.
- Victoria Harbor, Kings Co., distant from Aylesford 5 miles, fare 50 cts., population 60.
- Victoria Mines C. B., Cape Breton Co., distant from Sydney 9 miles fare 50 cts., population 350.
- Voglers Cove, Lunenburg Co., distant from Lunenburg 15 miles, fare 1.00, population 250.
- Wagner, Digby C., distant from Digby 15 miles, fare 75 cts., population 100.
- Wallace, Cumberland Co., distant from Amherst 38 miles, fare 2.25 population 400
- Wallace Bridge, Cumberland Co., distant from Truro 40 miles, fare 2.25 population 150.
- Walton, Hants Co., distant from Newport 22 miles, fare 1.37 population 600.
- Warren, Cumberland Co., distant from Amherst 6 miles, fare 50 cts., population 150.
- Waterford, Digby Co., distant from Digby 12 miles, fare 75 cts., population 150.
- Waterloo, Lunenburg Co., distant from Bridgewater 11 miles, fare 75 cts., population 130.
- Watervale, Pictou Co., distant from Railway Station 3 miles, fare 25 cts., population 80.

Waterville, Aylesford, Kings Co., distant from Aylesford 1½ miles, fare 10 cts., population 175.
Waterville, Kings Co., distant from Halifax 79 miles, fare 2.40 population 150.
Waterville West Branch, Pictou Co., distant from Hopewell 4 miles, fare 25 cts. population 150.
Waverly, Halifax Co., distant from Rocky Lake 3 miles, fare 25 cts., population 600.
Weaver Settlement, Digby Co., distant from Digby 22 miles, fare 1.25 population 150.
Wellington Settlement, Halifax Co., distant from Halifax 21 miles, fare 63 cts., population 100.
Wellington, Queens Co., distant from Liverpool 19 miles, fare 1.25 population 50.
Wellington, Yarmouth Co., distant from Yarmouth 5 miles, fare 50 cts., population 125.
Wentworth Cumberland Co., distant from Truro 20 miles, fare 97 cts., population 400.
Wentworth Grant, Pictou Co., distant from New Glasgow 10 miles, fare 75 cts., population 180.
Wentworth Hants Co., distant from Windsor 2½ miles, fare 25 cts., population 100.
West Arichat, Richmond Co., distant from New Glasgow 100 miles, fare 6.00 population 350.
West Bay C. B., Inverness Co., distant from Port Hastings 15 miles, fare 1.00, population 200.
West Brook, Cumberland Co., distant from Parrsborough 14 miles, fare 75 cts., population 90.
West Chester, Cumberland Co., distant from Halifax 93 miles, fare 5.00 population 150.
West Dublin, Lunenburg Co., distant from Bridgewater 18 miles, fare 1.00 population 130.
Western Head, Queens Co., distant from Liverpool 4 miles, fare 25 cts., population 150.
Westfield, Queens Co., distant from Liverpool 31 miles, fare 1.50, population 100.
West Gore, Hants Co., distant from Elmsdale 20 miles, fare 1.00, population 100.
West Port, Digby Co., distant from Digby 40 miles, fare 2.50 population 600.
West River, Antigonish Co., distant from New Glasgow 40 miles, fare 2.00, population 400.
West River Station, Pictou Co., distant from Truro 21 miles fare 63 cts., population 120.
West River, Pictou Co., distant from Pictou 12 miles, fare 75 cts., population 200.
West Side of Lochaber, Antigonish Co., distant from Antigonish 18 miles, fare 1.00, population 200.
West Tusket River, Yarmouth Co., distant from Yarmouth 10 miles, fare 75 cts., population 800.
Westville, Pictou Co., distant from Coal Mine Station 2 miles, fare 20 cts., population 1,000.

Weymouth, Digby Co., distant from Digby 20 miles, fare 1.00, population 400.
 Weymouth Bridge, Digby Co., distant from Digby 20 miles, fare 1.00, population 400.
 White Burn, Queens Co., distant from Liverpool 83 miles, fare 2.00 population 80.
 White Haven, Guysborough Co., distant from New Glasgow 80 miles, fare 4.50, population 350.
 Whyecomah C. B., Inverness Co., distant from Port Hastings 40 miles, fare 1.50, population 400.
 Windsor, Hants Co., distant from Halifax 45 miles, fare 1 35, population 3,000.
 Wilmot, Annapolis Co., distant from Halifax 98 miles, fare 2.95, population 200.
 Windsor Forks, Hants Co., distant from Windsor 4½ miles, fare 30 cts., population 180.
 Windsor Junction, Halifax Co., distant from Halifax 13 miles, fare 39 cts., population 50.
 Wine Harbor, Guysborough Co., distant from New Glasgow 70 miles, fare 4.00, population 380.
 Wolfville, Kings Co., distant from Halifax 63 miles, fare 1.90, population 900.
 Woods Harbor, Shelburne Co., distant from Barrington 19 miles, fare 1.25, population 500.
 Woodville, Kings Co., distant from Cambridge 2½ miles, fare 25 cts., population 300.
 Woodville, Hants Co., distant from Mount Uniacke 12 miles, fare 1.00, population 100.
 Woodworth Bay, Kings Co., distant from Port Williams 13 miles, fare 1.00, population 100.
 Wreck Cove, C. B., Victoria Co., distant from Sydney 40 miles, fare 2.00, population 150.
 Yarmouth, Yarmouth Co., distant from Halifax 198 or 240 miles, fare 6.00 and 8.00, population 3,500.

D. McALPINE & Co.

Publishers Halifax and St. John Directories,

AND

GENERAL ADVERTISING AGENTS,

126 Granville Street, - - HALIFAX, N. S.

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CRACKED CORN AND FEED MEAL, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

MIDDINGS, MIDDINGS, 28 BEDFORD ROW, HALIFAX, N. S.

Pickford & Black, Importers Clinch Rings, Spikes, &c., 12 & 18 Water St., Halifax.

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MAILS.

Kentville to Chester 46 miles, fare \$3.00, via Beech Hill, New Ross Road, New Ross, Chester Grant, and Chester Basin. Leave Kentville on Mondays and Thursdays at 6 a. m., arrive at Chester on same day at 3.30 p. m. Leave Chester on Thursdays and Fridays at 6 a. m. Arrive at Kentville on same day, at 3.30 p. m.

Blandford to Hubbard's Cove 15 miles, fare \$1. Leave Blandford on Tuesdays, Thursdays and Saturdays at 8 a. m. Arrive at Hubbard's Cove at 11 a. m.

EASTERN SHORE ROUTE.

Archibald's Stages leave Halifax Mondays, Wednesdays and Fridays, at 6 a. m. Halifax to Porter's Lake 17 miles, fare \$1.00; to Musquodoboit Harbor, 27 miles, fare \$1.50; to Jeddore —; to Ship Harbor \$2.50; to Tangier, 60 miles, fare \$3.00; to Sheet Harbor \$4.25.

WESTERN SHORE ROUTE.

Blair's Stages leave Halifax at 6 a. m., daily, from Post Office or Northup's market. Halifax to Hubley's 14 miles, fare \$1.00; to Hubbard's Cove 32 miles, fare \$2.00; to Chester 45 miles, fare \$2.50; to Mahone Bay 62 miles, fare 3.50; to Bridgewater 71 miles, fare \$4.00.

BUCKLEY'S ENGLISH & AMERICAN BOOK STORE

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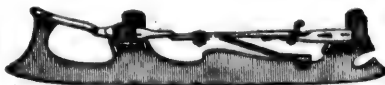
GRANVILLE STR. — HALIFAX, N. S.

BOOKS, STATIONERY & SHEET MUSIC, of every description.



N. SARRE,

Dealer in



Tobacco, Cigars, Salmon & Trout Fishing Tackles,

CRICKETING AND BASE BALL GOODS,

PATENT SKATES, &c.

217 Hollis Street, - HALIFAX, N. S.

BRAN, BRAE, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

STEAMERS LEAVING HALIFAX.

HALIFAX AND WEST INDIA R. M. ROUTE.

CUNARD LINE.

1876 Proposed dates of Sailings from Halifax:

Monday—January 24th	Monday—June 12th	Monday—October 2nd
" February 21st	" July 10th	" October 30th
" March 20th	" August 7th	" Nov. 27th
" April 17th	" Sept. 4th	" Dec. 25th
" May 15th		

Approximate Dates—from St. Thomas, W. I.

Wednesday—Feb. 2nd	Wednesday—June 21st	Wednesday—Nov. 8th
" March 1st	" July 19th	" Dec. 6th
" March 29th	" Aug. 16th	" 1877
" April 26th	" Sept. 13th	Wednesday—Jan. 3rd
" May 24th	" Oct. 11th	

ALLAN LINE.

Sailing of Allan Steamers from Halifax, N. S., to Liverpool, G. B.

Jan. 11th	April 18th	1876	Oct. 3rd
Jan. 25th	May 2nd	July 11th	Oct. 17th
Feb. 8th	May 16th	July 25th	October 31st
Feb. 22nd	May 30th	August 8th	Nov. 14th
March 7th	May 30th	Aug. 22nd	Nov. 28th
March 21st	June 13th	Sept. 5th	Dec. 12th
April 4th	June 27th	Sept. 19th	Dec. 26th.

MAIL STEAMSHIP LINE.

Portland, Boston, &c.

Leaves Halifax every Tuesday, at 4 p. m.

Returning leaves Portland every Saturday, at 4.30 p. m.

S. S. GEORGE SHATTUCK.

From Halifax for St. Pierre via North Sydney and Sydney.

Monday—January 10	Monday—April 3	Monday—May 29
" January 24	" April 17	" June 12
" February 21	" May 1	" June 26.
" March 20	" May 15	

If steamer from England has not arrived at the above dates, the "George Shattuck" will await her arrival, sailing immediately after.

"CARROLL" AND "WORCESTER"

Run Weekly between Boston, Halifax and Charlottetown, calling at Port Hawkesbury.

One of the above steamers leaves Boston every Saturday, arriving in Halifax on Monday, and proceeds to Charlottetown same day. Returning, leaves Charlottetown on Thursday, Halifax on Saturday, arriving in Boston on Monday.

PHELAN'S WHARF, LOWER WATER STREET.

Anchor Line, Transatlantic Steamship Co.,

Sail in Spring and Fall from London to Halifax, N. S., and St. John, N. B.

OATS, OATS, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

OIL CAKE, OIL CAKE, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

BARLEY, BARLEY, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

PRINCIPAL RATES OF POSTAGE.

LETTERS.

To places within the Dominion of Canada, 3 cents per half oz. each.
 To Newfoundland, 6 cents per half oz each, which must be prepaid.
 To Bermuda, via Halifax, 6 cents per half oz each, which must be prepaid.

To West Indies, and British Guiana, via Halifax, 12 cents per half oz each, which must be prepaid.

To the United States 3 cts. per half oz. each, which must be prepaid
 To the United Kingdom, via Halifax, or by Canadian Packet from Quebec or Portland, 6 cents per half oz each.

To the United Kingdom, by way of New York, 5 cents per half oz each, which must be prepaid.

To St Pierre et Miquelon, same rates as within the Dominion: correspondence being subject to a local tax on delivery.

NEWSPAPERS.

Newspapers printed and published in Canada may be sent by post from the office of publication to any place in Canada at the following rates if paid quarterly in advance either by the publisher, at the Post Office when the papers are posted, or by the subscriber at the Post Office when the papers are delivered.

For a paper published once a week 5 cents per quarter of a year.

Do.	twice	10	"	"	"
Do.	three times	15	"	"	"
Do.	six times	30	"	"	"

When the above rates are not paid in advance, by either the publisher at the office of posting, or by the subscriber at the office of delivery, the papers are charged one cent each on delivery.

Canadian Newspapers addressed from the office of publication to subscribers in the United Kindom, United States, or Newfoundland, may be forwarded on payment at the Office in Canada where posted, at the above commuted rates applicable to such papers within the Dominion.

Publishers of Newspapers in Canada may post such numbers of their papers, addressed to parties *within* the Dominion, who are not subscribers, at a rate of one half cent each, prepaid by stamp.

Exchange papers passing between publishers in Canada, and between publishers in Canada and publishers in the United States, and Newfoundland, are to pass free of Canada postage, one copy of each paper to each publisher. Publishers of Newspapers in Canada may now post their papers to be forwarded at the rate of one cent per lb, upon obtaining permission from the P. M. General, but after the 1st of October next this rate will be compulsory on all Newspapers and Periodicals published in Canada.

NORTH BRITISH CONDIMENT, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

BARLEY, BARLEY, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

OIL CAKE, OIL CAKE, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

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TRANSIENT NEWSPAPERS.

(Including all papers other than Canadian from office of publication.)

To Bermuda, West Indies, British Guiana, via Halifax, 2 cents each, prepayment compulsory.

NEWSPAPERS AND PERIODICALS.

Newspapers printed and published in Canada, addressed to places in Canada, Newfoundland, England, or the United States, and posted from the office of publication to actual subscribers, are subject to a rate of *one cent* per pound, gross weight, which must be prepaid by publisher at the time of posting.

English *Newspapers* received by Canadian mails may be re-posted by News Agents, to regular subscribers in *Canada*, free of Canada postage.

On all Newspapers and Periodicals other than those from the office of publication, including all newspapers and periodicals printed *less frequently than once a month*, the postage rate is one cent for 4 ounces in weight, which must be prepaid by postage stamp. Newspapers and periodicals weighing *less than one ounce* may be posted singly; if prepaid by postage stamp, *one-half cent each*.

Newspapers and periodicals addressed to places in the United Kingdom must be prepaid by postage stamp *two cents each*.

MISCELLANEOUS MATTER,

Such as Books and Pamphlets, Printed Circulars, Prices Current, Handbills, Books and Newspaper Manuscript, Printers' Proof, Maps and Prints, Engravings, Sheet Music, Photographic Insurance Policies, Militia and School Returns, Seeds, Cuttings, Bulbs, Roots, &c., when posted addressed to any place in Canada or the United States, must be prepaid by postage stamp at the rate of one cent per 4 ounces in weight, and Book Packets must be put up in wrappers *open at both ends*.

PATTERN AND SAMPLE POST.

Patterns and Samples of Merchandise for places in *Canada* must be prepaid by postage stamp, at the rate of one cent per 4 ounces, and put up in such manner as to admit of inspection.

Patterns and samples of merchandise for places in the *United States* must be prepaid 10 cents each, and must not exceed 8 ounces in weight.

Books and Patterns when addressed to places in the *United Kingdom* must be prepaid by stamp at the following rates. If under 1 oz., 2 cts; under 2 oz., 4 cents; from 2 to 4 oz., 6 cents, and so on.

Circulars and Prices Current 2 cents each.

BACON, HAMS, AND SHOULDERS, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

LARD, BUTTER, ETC., AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

PORK, BOWLS, PIGS' FEET, ETC., AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

PARCELS.

To any place within the Dominion 12½ cents per half pound, which must be prepaid.

POSTAGE STAMPS.

The stamps issued by the Canadian Post Office Department are of the following denominations, viz, ½ c, 1 c, 2 c, 3 c, 5c, 6 c, 10c, 12½ c, and 15 c, stamps.

POST CARDS

Are issued at one cent each, and may be sent to any address in Canada, Newfoundland, St. Pierre et Miquelon, the United States.

POSTAL BANDS

Have been issued for the prepayment of paper, &c, and are sold at the rate of \$1.25 per hundred.

Information in regard to the rates of postage to British Colonies and foreign countries, via England, or the United States, inland and foreign mail connections, the rules governing letters, newspapers books, periodicals sample and parcel post, and the transmission of post cards, ships letters, dead letters, franking and free matter, &c, may be obtained at any Post Office.

REGISTRATION FEE

To places within the Dominion, and to St. Pierre et Miquelon, and Newfoundland, 2 cents each letter post card, parcel or packet of sample. To the United States and to Bermuda, the West Indies, and British Guiana, via Halifax, 5 cents each letter. To the United Kingdom, 8 cents each letter, newspaper, book packet, or packet of sample.

Information in regard to registration to other countries, and the rules governing registered correspondence, etc, may be had at any Post Office.

DUTIABLE GOODS BY MAIL.

Postmasters are directed to detain any post letter coming into the Dominion, supposed to contain any wares or merchandize liable to duty, and forward the same to the nearest collector of customs, who shall notify the person to whom the same may be addressed to be present; and if on opening the same, it contains no dutiable goods, it shall be handed over to him on paying the postage, if liable to any; if it does contain dutiable goods, the collector shall detain letter and contents for the purpose of prosecution.

All letters containing money should be mailed at the Post Office and registered.

No printed paper, whether newspaper, book, pamphlet, or other paper, shall be transmitted either free or at a reduced rate of postage, unless it is sent—1. Without a cover, or in a cover open at the ends. 2. There shall be no words or communication printed on the paper after its publication, or upon the cover, nor any writing or marks upon it, or upon the cover, except the name and address of the sender and of the person to whom sent. 3. There shall be no paper or thing inclosed with it. Where these conditions are not fulfilled, the whole will be charged letter postage.

CANVASED BAGGON AND SHOULDERS, ETC., AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

LARD, BUTTER, ETC., AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

PORK, FOWLS, PIGS' FEET, ETC., AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

The word "Newspaper" means any publication issued not less frequently than once a week, and containing notices of passing events, and the word "Periodical" means any publication issued at regular intervals, but less frequently than once a week.

Masters of vessels are entitled to receive for each letter they may deliver when inward bound 2 cents:

All letters and communications on the business of the post-office department, intended for the post-office department at Ottawa, should be invariably addressed to "*The Postmaster General*." The branch of the department for which the letter or communication is intended should be written on the left-hand upper corner of the letter, thus:—

"For Accountant,"
 "For Secretary,"
 "For Money-Order Office,"
 "For Savings' Bank Office,"
 "For Dead Letter Office," or
 "For Cashier,"

as the case may be, but the main direction must be to the Postmaster-General, or Deputy Postmaster-General.

COMMISSIONS ON MONEY DERS.

On orders payable in Nova Scotia, New Brunswick, Prince Edward Island, Ontario, Quebec, Manitoba or British Columbia:

	Not exceeding \$4.....	2 cents.
Over \$4	" 10.....	5 "
" 10	" 20.....	10 "
" 20	" 40.....	20 "
" 40	" 60.....	30 "
" 60	" 80.....	40 "
" 80	" 100.....	50 "

No single order, payable in the Dominion, can be granted for more than \$100.

On Orders payable in Newfoundland:

	Not exceeding £5 stg.....	25 cents.
Over £5 stg.	" 10.....	50 "
" 10	" 15.....	75 "
" 15	" 20.....	\$1.00

No single order on Newfoundland can be granted for more than £20 stg.

On orders payable in the United Kingdom:

	Not exceeding £2 stg.....	25 cents.
Over £2 stg.	" 5.....	50 "
" 5	" 7.....	75 "
" 7	" 10.....	\$1.00

No single order on the United Kingdom can be granted for more than £10 stg.

On orders payable in British India :

	Not exceeding £2 stg.....	30 cents.
Over £2 stg.	" 5 "	60 "
" 5 "	" 7 "	90 "
" 7 "	" 10 "	\$1.20 "

No single order on British India can be granted for more than £10 stg.
Full information in regard to Money Orders may be obtained at any
Money Order Post Office.

FIRE ALARM TELEGRAPH.

No.	LOCATION OF BOXES.	No.	LOCATION OF BOXES.
3	Central Engine House.	23	Cor. Cornwallis and Gottingen.
4	Artillery Place.	24	Engine house, head of Gerrish st.
5	Cor. Carleton street and Spring Garden road.	25	Cor. Cunard and Robje.
6	Cor. Queen and Morris streets.	26	Gottingen st., opp. Wellington Barracks.
7	Cor. Park street and Victoria road.	27	Cor. Campbell road and Duffus street.
8	Freshwater Bridge.	28	Cor. Campbell road and Russell street.
12	Cor. Morris and Pleasant sts.	31	Cor. North and Lockman sts.
13	Cor. Water and Salter sts.	32	Cor. Gerrish and Lockman sts.
14	Cor. Hollis and Sackville sts.	34	Cor. Cornwallis and North Barrington sts.
15	Cor. Grafton and Sackville sts.	35	Cor. Hurd's lane and North Barrington street.
16	Police Station.		
17	Cor. Granville and Duke sts.		
18	Cor. Jacob and Brunswick sts.		
21	Cor. Cogswell and Creighton sts.		

Two single strokes on the bells, denotes that the fire is out.
Three single strokes on the bells, require the nearest Steam Engine to assist.
Four single strokes on the bells, requires the second Steam Engine to assist.
Five single strokes on the bells, requires the third Steam Engine to assist.

REVISED TABLE OF DISTANCES AND RATES FOR CARTS AND TRUCKS.

Adopted by the City Council, Feb. 24th, 1873.

	DISTANCES.	Mile.
From Market sq. to corner of Queen street and Spring Garden road.		1 1/2
From Market sq. to corner of Morris and South sts.....		1
From Market sq. to Convent and Horticultural Society's Gardens..		1
From Market sq. to City Hospital.....		1 1/2
" " Collins' Gate		1 1/2
" " The Bower		1 1/2

FIRE AND MARINE RISKS TAKEN, JOSEPH CARMAN, AGENT, 28 BEDFORD ROW HALIFAX, N. S.

EMPIRE FIRE AND MARINE INSURANCE INCORPORATION, JOSEPH CARMAN, AGENT, HALIFAX, N. S.

TORONTO FLOUR FEED, AND PROVISION DEPOT, 28 BEDFORD ROW, HALIFAX, N. S.

From Market sq. to Belmont.....	2
" " The Penitentiary.....	2½
" " Chain Battery.....	2½
" " Point Pleasant.....	2½
" " Richmond Depot.....	2
" " McCullough road and Oxford st.....	1½
" " Horse Shoe Island.....	2

RATE PER LOAD, WITH CART, TRUCK, OR SLED.

A quarter of a mile.....	15 cents.
Half mile.....	20 "
Three-quarters of a mile.....	25 "
One Mile.....	30 "
One mile and a quarter.....	35 "
One mile and a half.....	45 "
One mile and three-quarters.....	50 "
Two Miles.....	60 "
Every additional quarter of a mile over two miles..	8 "

One-half of these charges to be added to the rate for the following articles, viz. : wood, coal, lumber, bricks, building stone and sand, potatoes and other vegetables.

In removing the furniture of a house the rate to be settled by agreement of the parties, if not so settled, 2s. 6d. a load per half mile.

For trucking to Islesville from any part of the city south of the Queen's wharf, of a load of coal or other articles enumerated in section 21, 60 cents; from any point between Queen's and Cunard's wharves 50 cents; and from any point north of Cunard's 40 cents.

For trucking from Richmond Depot to any part of Smith's Fields, south of South street, of a load of coal or other articles, named in said section, one dollar; to any point between South and Jacob streets, 75 cents; to any point north of Jacob street, 50 cents.

The party employing a truckman can in any case, if he prefers, pay for the distance according to the scale in the proceeding section.

REVISED TABLE OF DISTANCES AND FARE FOR HACKNEY CARRIAGES.

DISTANCES.

From the Grand Parade, North to	
Jacob Street or Commercial wharf.....	¼ mile
South end of Maynard street or Cunard's wharf	½ do.
North end Park street or West's wharf.	¾ do.
Institute for Deaf and Dumb or Dockyard Gate.....	1 do.
Wellington Barracks (east or west front).....	1½ do.
Railway Depot.....	2 do.
From the Grand Parade South to	
Stephens' wharf, the corner of Morris and Pleasant	
sts. or the Rink	½ do.
Fresh Water Bridge, Blind Asylum, or the convent ...	¾ do.

From the Grand Parade South to

Laidlaw's wharf, corner of Inglis street and Tower road or the Poors' Asylum	1 mile.
Steel's Pond, the Bowery road or Studley.....	1½ do.
Franklyn street, Albros or Belmont.....	1½ do.
Fort Ogilvie or the Penitentiary.....	1½ do.
Point Pleasant.....	2 do.
Park street (west of the Citadel).....	½ do.
Camp Hill Cemetery or St. Andrew's Cross.....	¾ do.
Louisburg street.....	1 do.
McCullough road, Oxford street or Leahyville.....	1½ do.
Horse Shoe Island.....	2 do.
North West Arm Bridge.....	2½ do.

FARES.

	cts.
For each person for any distance up to half mile.....	15
Do. do. do. one mile.....	25
Do. do. do. one mile and a half.....	30
Do. do. do. two miles.....	40
Do. do. do. two and half miles.....	45
Do. do. do. three miles.....	50

And all other distances in like proportion.

One-half the above rates to be paid if returning in the same carriage.

For all cabs or carriages hired by the hour the charge shall be—

For a one horse carriage per hour.....	75
For a two do. do.	\$1 00

And in like proportion for every fraction of an hour.

To or from any steamer or passenger vessel, to or from any hotel or dwelling house, to any stage office, railway station, or other place within one mile, with half a cwt. luggage.....30c.

Over one mile and not exceeding two miles.....50c.

As above with more than half cwt., and not exceeding two cwt. of luggage, within one mile 50 cents, over one mile and not exceeding two miles 75 cents.

And in like proportion for all other distances or additional luggage.

Children under one year old free, over one year and under twelve, half fare.

For employment in the night the fare shall be as parties may agree, not however, to exceed one fare and a half.

MERCHANTS' PRIVATE SIGNALS.

PORT OF HALIFAX

Red.

- J. & R. B. Seeton, a red flag, white corner, with a letter S in centre.
- Jas. Butler & Co, a red flag, white border, centre a white star.
- Thos Bolton, a red and white flag, red uppermost.
- G. C. Harvey, a red and white flag, crossed white.
- Jno. S. Maclean, a red, white and red flag, red uppermost.
- William Roche, red flag, with white diamond.

JOSEPH CARMAN, IMPORTER CANADIAN AMERICAN PRODUCE, 28 BEDFORD ROW, HALIFAX, N. S.

TORONTO FLOUR, FEED, AND PROVISION DEPOT, 28 BEDFORD ROW, HALIFAX, N. S.

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FLOUR, OATMEAL, CORN MEAL, AT JOSEPH CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

Duffus & Co, a red, blue and white flag, meeting at a point in the centre, blue next the mast, white at the end, red top and bottom.

J. T. Wainwright & Co, a red, white and blue flag, red and white next the mast red uppermost, blue at the end.

T. A. S. DeWolf & Son, a red and white flag, red uppermost, with a red and white ball in the centre, the red half on the white and the white half on the red.

Young, Hart & Co, a red and white flag, stripped horizontally, with a blue star in the centre.

J. M. Watson & Co, a red, white and blue flag, divided diagonally, red uppermost with a red star on the white.

Lawson, Harrington & Co, a red and yellow flag, stripped horizontally.

Daniel. Cronan, a red, white and red pendant, red next the mast.

Edw. C. Twining & Co, a red and white burgee.

WHITE.

F. D. Corbett & Co., white flag, blue centre with red border.

Wm. Stairs, Son & Morrow, a white flag, centre a blue square.

John. D. Cummins, do crossed blue diagonally.

Jas. A. Moren, do bordered red

B. W. Salter, do crossed red diagonally and blue border

R. I. Hart, do centre a red diamond,

Esson. & Co. do red Maltese cross, red border.

Albro & Sons, a white flag, bordered blue.

A. G. Jones & Co., white flag, centre a red star, bordered red top and bottom.

C. A. Hutchins, white burgee, red St. George's cross, blue star in corner.

E. Morrison & Co., white flag, blue star.

Black Bros. & Co., white and blue flag, white next the mast.

W. Boak, white flag, three red squares, red uppermost.

Muir & Scott, white flag, red centre, blue border.

F. W. Fishwick, white flag, centre a red star.

Tucker & Co., white flag, with six blue squares, blue uppermost.

E. G. & C. Stayner, white and blue flag, diagonal, blue uppermost.

Jos. H. Belcher, a white burgee.

BLUE.

S. Cunard & Co, a blue flag, centre a white star.

Wm. Pryor & Sons, a blue and white flag, blue uppermost.

T. & E. DeWolf, red burgee, white centre, D. W. on white.

Frith, white and blue burgee, white crossed red.

Isac. H. Mathers, square green flag, white C in centre.

Wm. Hare, a blue and red flag, crossed white, red next the mast.

Wylde, Hart & Co, a blue, white and red checkered flag.

Henry Yeomans, a blue and white do, blue next the mast.

R. Boak & Son, blue flag, crossed white diagonally.

N. L. & J. T. West, a blue burgee, centre a white star.

Geo. P. Mitchell & Son, a blue and white burgee, blue uppermost.
 J. Northup & Sons, a blue flag, St. George's cross.
 Oxley & Co, a blue and red burgee, blue uppermost.
 Wm. H. Creighton, a blue and white burgee, white next the mast.
 Bremner & Hart, a blue burgee crossed white.
 John Taylor & Co., a blue flag crossed white diagonally, white and blue pendant above.
 J. F. Phelan, a blue, white, blue and white do, blue next the mast.
 Custom House, a blue flag, Union Jack in the upper corner, a crown in the centre, with a white O and H below it.
 Royal Halifax Yacht Club—Ensign blue. Rear Commodore, blue burgee, centre a gold crown, Vice Commodore, white burgee, centre a gold crown, with a white ball in the upper corner; Captain, a blue burgee, centre a gold crown with two white balls in the upper corner; Club burgee, with the Provincial flag in the upper corner.

EXPLANATION OF SIGNALS.

Made at the Ship Staff at Citadel Hill, when Vessels are seen from the Citadel or reported from an outpost.

For 1 Square Rigged vessel, 2 balls close up, one on the outer halliard and one on the inner halliard.

" 2 Do., 1 ball dropped 6 feet on the outer halliard and one close up on inner halliard.

" 3 Do., 2 balls close up, one on the outer side and one on the inner halliard.

" 4 Do., 2 balls separated, and one close up on the inner halliard.

" 5 Do., a pendent red on the outer halliard, and one ball close up inside.

" 6 Do., a pendant under a ball close up on the outer halliard, and a ball at the inner halliard close up.

" 7 Do., a pendant over a ball close up on the outer halliard, and a ball close upon the inner halliard.

" 8 Do., a pendant under two balls close up on the outer halliard, with a ball close up on the inner halliard.

" 9 Do., a pendant between two balls close up on the outer halliard with a ball close up on the inner halliard.

" 10 Do., a red flag close up on the outer halliard, with a ball close up on the inner halliard.

The above balls, &c., are hoisted on the east or west yard arm, according to the *quarter* the vessel first appears in.

When Sailing Vessels are reported from an outpost, the following Signals are made on the lower yard, now used exclusively for sailing vessels, as repeats:

For a Square Rigged Vessel, two balls, of a size, one at the outer, the other at the inner halliard, close up.

A Ship, a large ball at the end of the yard, with a small one at inner halliard.

FORK JOWLS, PIGS' FEET, ETC., AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

BACON, HAMS, SHOTLIDERS, AT CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

OATS, OATS, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

PORE, JOWLS, PIGS' FEET, ETC., J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

A Barque, a large do., at the end, with a small one dropped at inner halliard.

A Brig, small do., close upon the outer with large one on inner halliard.

A Brigantine, a cross close up at the outer halliard. Two or more do., a cross half hoisted.

A Topsail Schooner, a cross close up at the inner halliard.

The upper yard of the Ship Staff is used solely to designate Steam Vessels thus:

Two large balls close up, one at the outer and the other at inner halliard E or W, a steamer reported in that quarter.

A small ball at the outer, and large one at the inner halliard, a second class Packet or merchant Steamer.

A large ball at the outer, and a small one at the inner halliard, a Man-of-War steamer, or Royal Mail Steamer, or large Merchant Steamer.

Numbers are indicated the same as on the lower yard.

When the description of vessel is ascertained, the following descriptive colors will be hoisted at the masthead:

A Union Jack—a Flag Ship.

Man-of-War Screw Steamer, a white pendant with a *blue* ball in the centre, *over* the Union Jack.

Man-of-War Paddle steamer, a white pendant with a *blue* ball in centre, *under* the Union Jack.

A red Flag pierced white, Royal Mail Packet from England.

A white Flag, blue centre, do., from St. John's Newfoundland.

A white Flag, red centre, do from Bermuda.

A blue pendant—a Ship.

A blue and white pendant—a Barque.

A red pendant—a Brig.

A red and white pendant—a Brigantine.

A white pendant—a Sloop or Schooner.

A blue and white flag horizontally divided—a Foreign or Neutral Fleet.

A white and blue flag vertically divided—a Foreign or Neutral Man-of-War.

A blue flag—a Foreign or Neutral Merchantman.

A red flag—an Enemy's Merchantman.

A red, white and blue flag, red next mast, Enemy's Fleet, red next the mast under Steamer's signal, a French Man-of-War.

American flag (Stars and Stripes) under Steamer's signal, American Man-of-War.

French flag (blue, white and red) French Man-of-War.

When an English Packet arrives between evening and morning gunfire, a red triangular flag will be kept flying at the mast head from seven till nine o'clock.

MIDDLEINGS, MIDDLEINGS, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

JOSEPH CARMAN, IMPORTER CANADIAN AND AMERICAN PRODUCE, HALIFAX, N. S.

NIGHT SIGNALS.

A red light outer, white light inner halliards, Steamer reported East.
A green light outer, white inner halliards, Steamer reported West.
A red light, Steamer sighted East.
A green light, Steamer sighted West.
A red light above white, English Mail outward.
A green light above white, English Mail homeward.
A white light above red, Newfoundland Mail.
A white light above green, Bermuda mail.
A red light above green. British Man-of-War.
Red, green and white lights, neutral Man-of-War.

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BRITISH WAREHOUSE.

M. KEARNEY,

Wholesale and Retail Dealer in

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 READY-MADE CLOTHING, &c.

Prince of Wales Building,

CORNER GRANVILLE AND DUKE STS.,

HALIFAX, N. S.**AVON HOTEL,****E. A. McBRIDE,** - - - **Proprietor,**

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JAMES A. EVANS.**MONUMENTAL WORK**

IN MARBLE, GRANITE AND FREESTONE.

MARBLE MANTLES, CHURCH FONTS, &c.,

Manufactured to order.

RESTAURANT & OYSTER SALOON.
 If you want to enjoy a GOOD MEAL at any time, go to
WOOLNOUGH'S.

 If you want to entertain any number of friends at Dinner or Supper
 Party, **WOOLNOUGH'S** is the place to go, for he is early in the market,
 gets all the good things, and his skillful cooks send them up in the nicest
 possible manner.
Boned Turkeys or any Fancy Supper Dishes made to Order.

OYSTERS SERVED IN ANY STYLE WHEN IN SEASON.

PICTOU HOUSE, 34 Salter Street, opposite Mason Hall, HALIFAX, N. S.

ADVERTISEMENT.

Prominent among the many handsome buildings that adorn this, "The Regent Street" of Halifax, stands the Dry Goods Warehouses of C. Robson & Co. The building is of stone and iron, with pillars of the latter material; it extends the whole depth of the block, from Granville to Hollis Streets, 120 feet.) On the the first or ground floor as you enter is the principal Retail Department divided into eight sections with a Silk and Shawl Room at the further end, beyond which again is the spacious and commodious office, exceedingly well lighted by an extensive window looking into Hollis Street, as well as from an ornamental Glass Door connecting with the Silk Room. The large plate glass windows of this Store are especially worthy of notice for their lightness, and are tastefully decorated with the most tempting articles of Ladies Dress, and the more substantial fabrics for the use of the thrifty house-keeper. The Store, as previously remarked, is divided into sections on the American plan, where the different kinds of goods are kept. In Section No. 1, to the right as you enter, are on view the newest styles in Ladies and Misses' Dress Materials. From the lowest to the highest priced goods are here, and it is remarked that superior taste is displayed in the selection of the newest and prettiest goods to be had. Sections 2 and 3 are allotted to Mourning Goods, including everything desirable and suitable to meet the wants of the most humble customer, as well as those who require medium and the finer classes of Mournings, of which they have many specialities. Section 4, on the left hand side, is devoted to Hosiery of every kind, including the best lines of Balbriggan, and all the most fashionable styles for Ladies, Misses' and Children's wear, are kept constantly in stock. Section 5 embraces french kid and other Gloves, Linen Collars, Cuffs, Ruffings, Frillings, Laces, Veils, etc. etc., in every style and quality. Whilst in No. 6 Section may be found the Haberdashery, including the thousand and one necessary items, without which a Ladies' Work Basket is incomplete. Section 7 is for the sale of Staple Cotton Goods, which we must specially remark, as this Store is particularly noted for having the best and most varied brands, including a full line of "Sea Island Southern Cottons, in White and Grey Shirts, Sheetings, Long Cloths, printed Cambrics, etc. etc., at prices to suit every one. A portion of this Department is set apart for Ladies and Gent's Underclothing, in Merino, Cotton, Scotch Lambs' Wool, and in silk (Vests and Pants) in textures suitable to the various seasons. Section 8 is where the Linings, Linens, Jeans etc., are kept, and all around under the shelving are commodious bins where the Flannels, Ticks, and other goods are stored. This room keep many makes of American, English and Canadian Flannels, manufactured at the lowest prices, and not to be found in any other establishment. They have been long noted for the superiority of their Welsh and Anti-Rhumatic Flannels, also for the styles of their Fancy Flannels of which they keep a large assortment. Passing the stairway leading to the upper stories of the building we enter the Silk and Shawl Room, the only one of the kind in the City, which is especially designed for the sale of Silk Goods, Shawls, Curtains, Counterpanes, Umbrellas, Parasol, etc., and here may be seen Black Silks from the low priced lining Silk to the richest and most elegant goods made, of the manufacture of Bonnet, Ponson, Jaubert, Audre and Cie, Lyons, together with the production of other makers, whose names, printed in Gold Letters upon each piece of silk is a guarantee of its superior quality; and here also are kept the most beautiful shades in Colored Silks, Irish and French Poplins, Gros de Rhine, Gros de Aigle, Poulx de Soie and all favorite and new styles for the Evening Promenade or Carriage, also Wedding Silks and Failles, Turquoises, etc., for Trimmings in Black, and all the new shades. Lyons Mantle Velvets of the most superb quality, Velvetens, Bonnet Velvets in Black and Colors. Here is kept Black Crape of Courtauld's and Grout's manufacture, Shawls from the Ordinary "Wrap," to the finest Paisley, these with the large stock of Lace, Muslin and Leno Curtains, pure white Counterpanes in elegant patterns, together with Silk and Alpaca. Umbrellas for Ladies and Gentlemen, which, including some made specially for the American Trade, constitute the goods usually sold in this department. Up one flight of stairs over the Silk room is a spacious wareroom for light Millinery goods etc., wholesale and an easy turn of a few steps leads to the Retail Millinery and Cloak Department. Here may be seen in their season the productions of Skillful Artists (London and Paris) in Bonnets, Hats, Ladies' Dress Caps, Head Dresses, etc. A very large stock of Straw and Felt Goods always kept and orders taken for Millinery and Mantles, Jackets, etc., the most skillful person

CANVASED BACON AND SHOULDERS, ETC., AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

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being employed in their manufacture. In this department are kept Corsets, French and English Artificial Flowers, Wreaths, Feathers, Plumes, Costumes, Skirts, etc., imported from the first manufactures of London and Paris. Over this department are the Wholesale Rooms (*two stories*) where is kept a fine and large assortment of the newest goods. In the centre of the building is a large Hoist where goods on arrival are hoisted up to the Wholesale rooms and where goods going to the country are lowered into a spacious cellar where they are placed on a Truck running on a tramway to the goods entrance on Hollis Street, where they are received by the Expressmen who send them forward to their destinations. This Firm have been for years, and are now, large importers of goods adapted for the American Trade, thoroughly understanding the requirements of their Friends and Customers from the United States. Travellers generally will find at this establishment every article in the Dry goods line at the lowest prices, and will be waited upon by gentlemanly and accomplished salesmen, who alway esteem it a privilege to have the honor of showing their goods whether purchases are made or otherwise. Patterns of the goods are cheerfully given and sent free by Post to all parts of the country.

C. Roberson and Co., are sole Agents in Nova Scotia for the sale of "*Gossamer water-proof Cloaks, Coats and Leggings*" for Ladies, Misses and Gentlemen. These goods are thoroughly waterproof. A full sized cloak weighs only ten ounces and can be conveniently carried in the pocket.—

LEVI H. YOUNG,

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SQUARE-HEAD AND HEXAGON BOLTS,

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LAG SCREWS, WASHERS, &c.

11 & 13 WATERLOO STREET,

ST. JOHN, N. B.

OATS, OATS, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

OIL CARE, OIL CARE, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

FOUR, JOWLS, FICS' FEET, ETC., J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

HALIFAX.

ON assuming the character of Guide to the City of Halifax, it may be stated at the outset that the writer has no intention of giving a history of that city, although historical incidents may be referred to in the course of the following pages. We must begin with one:—Halifax was founded in 1749. This was at a time when the Earl of Halifax was President of the Board of Trade and Plantations: hence the name adopted for the place. The expedition sent out from England to do this work was placed under the direction of Hon. Edward Cornwallis—not Lord Cornwallis, as is so often stated—Governor of Nova Scotia. He was instructed to found a town upon some part of the shores of Chebucto Bay, to be thereafter the seat of Government of Nova Scotia. According to the most authentic accounts, Governor Cornwallis and suite landed upon what thus became Novascotia's Capital, on the 21st of June, 1749; and the anniversary of that day has, for years past, been celebrated as the Natal Day of Halifax.

Halifax is the principal British Military Station in America, and, ever since its settlement, it may be considered as also virtually the principal British Naval Station in the "New World," although Bermuda has nominally been the naval headquarters for many years. It may not be amiss to keep in mind the natal day and year of Halifax; because comparisons are often made between that city and Boston, New York, and Philadelphia, to the discredit of the former. Boston, the least of these, was as old a town as Halifax is now (1876) when yet the site of Halifax was covered by the forest. Further, the topography of Novascotia, of which Halifax is the capital, is such that there is no point in the Province distant over thirty miles from a good seaport. Consequently the shores of the Province are rather profusely dotted with little towns, nearly all of which make their own importations and exportations direct, and not through Halifax. Again the position of Halifax has always been a virtually isolated one. It is not connected, by one of Nature's highways, with any great and productive back country. Its connection by rail with the great railway system of the United States, Quebec, and Ontario is only just now completed. Owing to these various causes, the growth of Halifax has not been so rapid as that of some other cities and towns on this continent, although it has been a steady and healthy one. Its population may now be fairly estimated at 33,000.

The natural situation of Halifax is exceedingly fine. The city, properly speaking, comprises the whole of a peninsula formed by the harbor, on the East, and by a river-like inlet from the harbor, called the North West Arm, on the South West. The Harbor, after narrowing very much as we proceed Northward, suddenly expands into Bedford Basin, which bounds the peninsula on the North. This peninsula extends four and a half miles in extreme length—that is, from Point Pleasant to the Basin. The width across the middle, and which is pretty nearly its average width, is two miles. The width of the isthmus, from the head of the North West Arm to the nearest

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FURK, JOWLS, FIGS' FEET, ETC., J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

OIL CASE, OIL CASE, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

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point on Bedford Bason, is about one mile and a half. The whole area of the city may be roughly estimated at eight square miles. The arm of the sea, from which branch off the inlets and expansions already mentioned, is called Chebucto Bay.

Nature seems to have done everything that could be wished to make this peninsula of Halifax the site of a magnificent city. The whole of the area already described is available for building purposes, comfortable streets, parks, pleasure grounds, &c., on a regular plan, at a less cost than usually has to be incurred in the laying out and building of a town. For a distance of ten miles, following the sinuosities of the shore, its borders, with the exception of about a quarter of a mile at Point Pleasant, where a shoal and a ledge make out seaward, are washed by what navigators call "good water." The whole of that distance, with the exception named, is available for wharves, piers, and quays, with sufficient depth of water to admit vessels close in shore, and with good "holding ground" in front.

The more compactly built portion of the city—the town proper—lies along the Eastern side of this peninsula, and consequently on the Western shore of the harbor. It is built, for the most part, on the slope of a hill, the summit of which is surmounted by Fort George, or the Citadel. The best view of the town is when seen from the opposite, or Dartmouth, shore; but the prospect from Citadel Hill is one which no visitor should fail to see. We will suppose him there upon the ramparts, or outside the works, at an angle of one of the bastions. Clustering almost beneath his feet, and spreading out more visibly on his either hand, North and South, is the town. Beyond it lies what is often, and probably with truth, called "the finest harbor in the world." Set in it, like a gem, is the green, mound-like George's Island, crowned by Fort Charlotte. These waters—blue as ever the Mediterranean was—stretch away to the right, or Southwest, leaving for miles the shores of McNab's Island, with its forest-clad hills and breezy downs; gleaming through the dark pine tops of the luxuriant Tower Woods; mirroring the pretty village of Falkland, which seems to clamber up the steep hill side from the lofty summit of which frowns York Redoubt; now playfully rippling and now rolling in, in curling and foaming waves, over Point Pleasant ledges and the more distant Thrum Cap shoal; until off Sambro, about nine miles distant, it becomes one with the broad Atlantic. On the other hand, to the Northward, this sheet of water contracts in width, forming what are called *The Narrows*, the shores of which are beautifully variegated with groves, green fields, and pretty clusters of houses. Pursuing the view still farther in that direction, we may catch a glimpse of Bedford Basin over the shoulders of the hills which form the Northern part of the peninsula. Turn to the rear or Westward, and Halifax Common spreads out from the base of Citadel hill, an expanse which is, every year, being more extensively planted and otherwise improved, and will soon be a charming public park. This—more properly the *North Common*—comprises, together with the Public Gardens, an extent of about ninety acres. Of this area the Public Gardens comprise over fourteen acres. They are kept in first rate order, contain ponds and fountains, and a croquet lawn, and, although comparatively new, are already a delightful public promenade and a great boon to the citizens of Halifax. Beyond this Common, there extends West, North, and South, a great and nearly level plateau, which will, doubtless, at no distant day, be the heart of the town, as well as of the city, of Halifax. Already the work of building has been vigorously commenced in that section of the peninsula. The view in that direction is

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FLOUR, OATMEAL, CORN MEAL, AT JOSEPH CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

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bounded by precipitous, wooded hills, beyond the deep gulch, at the bottom of which the waters of the North West Arm cannot be seen from this point of view. Turning our eyes once more in the direction of the harbor, we see, on its farther shore the pretty and thriving town of Dartmouth, built down to the water's edge and backed by bold, wood-crowned hills, the slopes of which are dotted with tasteful villas, and through one of the depressions of which we may catch a glimpse of the picturesque Dartmouth lakes. Indeed, in whatever direction the eye is turned from the point we have selected, it is met with a prospect of rare beauty.

THE TOWN.

Halifax is very regularly laid out, the streets being, for the most part, parallel and crossing each other at right angles. Consequently the building blocks are nearly all rectangular parallelograms. Until a comparatively recent period, it was almost exclusively a wooden town. Even yet it is more wooden than stone and brick. Owing, however, to the occurrence of several disastrous fires, an ordinance was passed, a few years since, forbidding the further erection of wooden buildings, or additions to buildings, within certain limits comprising the principal business portion of the town. This has already produced a marked improvement in the appearance of the town. The blocks which now line the Northern half of Granville Street and a large section of Hollis Street, will, in architectural effect, compare favorably with those of any city in America; and great improvements have been made throughout the town generally. The streets are macadamized only, not paved—that is, as to the carriage way. The sidewalks, in the business portion of the town, are paved with brick and connected at the block corners by granite crossings, an arrangement which is being rapidly extended to the whole town.

As might be reasonably expected, the wholesale business of the place is carried on almost entirely on Water Street and the adjacent wharves, where nearly all the large Warehouses and Wholesale Merchants' offices are situated. The Northern half of Hollis and Granville Streets, nearly the whole of Barrington and of Argyle Streets and a portion of Brunswick Street, are almost exclusively appropriated to the retail trade in its various departments; but, of course, there is the usual proportion of shops scattered throughout the town generally. The Province Building square may be considered as pretty nearly the business centre of the City. The streets which have been considered most attractive as the sites of private residences, are Brunswick, the Southern part of Hollis, Pleasant, Queen, Morris, Park, and Spring Garden Road; but owing to the rapid extension of building in the direction of the suburbs, of late years, South and Inglis Streets, Victoria Road, Tower Road, and some streets West of the Common, bid fair to become, at no distant day, among the most attractive in Halifax.

PROMENADES.

As favorite resorts for promenaders, the first place must be given to the *Public Gardens* and the adjoining *North Common*, which have already been briefly described. For many years past, it has been customary for a military band to play in these Gardens two or three afternoons each week, during the Summer and Autumn, at which time they are usually visited by crowds of the

CANADIAN CHOPPED FEED, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

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LARD, BUTTER, ETC., AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

elite of the city. They are also the favorite place for holding evening, open air concerts, which have been very popular in Halifax of late years.

Camp Hill Cemetery—separated from the Gardens and North Common only by the width of a street, being profusely planted with ornamental trees, shrubbery, and flowering plants, is also, notwithstanding its lugubrious associations, a favorite public resort; as is also the Cemetery of the *Holy Cross*, which occupies a somewhat similar position relative to the *South Common*. This *South Common* is separated from the Gardens already referred to only by Spring Garden Road and the range of private residences by which it is bordered. The greater part of it has been enclosed as grounds for the newly erected *Poor's Asylum*, *City Hospital*, and *Asylum for the Blind*. It has recently been planted around its borders with shade trees, and can also boast of a very pretty piece of ornamental water; but it is not regarded as a public promenade.

The *Tower Woods*, in the immediate vicinity of Point Pleasant, the extreme Southern point of the city, is another favorite resort of the Haligonians, old and young—for those who go abroad in their Carriages, or on horseback, as well as for the pedestrians. This ground, comprising about one hundred and sixty acres, is *Crown Land*, retained as such, under the control of the War Department, for defensive purposes; and it embraces no less than five of these defensive works—four forts and batteries and a martello tower, from which last the woods have been named. About 1874, however, the Imperial Government conceded the occupation of these grounds to the Citizens of Halifax as a Public Park, for which they were admirably adapted, being, for the most part, covered by the primeval forest. Since that concession, great improvements have been made in them, but without materially deteriorating from the beauties of their natural wildness. They now comprise a real labyrinth of well constructed carriage drives, bridle roads, and footpaths. The Rambler in these *Tower Woods* may see, at almost every step, some new charm in their native wildness,—groves of stately pines, dense copses, sunny glades, shady dells, picturesque ponds, natural rock work, and beds of ferns and wild flowers, make up a beautiful diversity. This will be further varied by what is an unusual concomitant of park scenery—by his frequently, out of what seemed the depths of the forest, catching glimpses of the harbor, or North West Arm, with a white sail, or a panting steamer, passing in the distance; or by his suddenly and, if a stranger, most unexpectedly stepping out of the dusk woods upon some rock eminence, where he has a broad view of the ocean itself; or stranger still if he did not know the history of the ground, by finding himself confronted, at the end of some vista of greenery, by the frowning Prince of Wales Tower, or some massive and heavily armed battery. The people of Halifax are very proud, and with good cause, of this park; and they have good reason to congratulate themselves upon its easily acquired possession.

A few words may here be said of the Drives in the environs of Halifax. One can scarcely drive out, upon any road in the vicinity, without meeting with much to charm the eye. For instance, that from Halifax, up the West side of the Basin, to Bedford, ten miles distant; around the head and along the Western side of the North West Arm; from Dartmouth to Bedford by the East side of the Basin; Dartmouth to Waverley, or Montague, Gold Mines; from the same place to the South East Passage;—any of these repay the tourist.

JOSEPH CARMAN, IMPORTER CANADIAN AND AMERICAN PRODUCE, HALIFAX, N. S.

PORK JOWLS, PIGS' FEET, ETC., AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

BRAN, BEAN, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

NOTEWORTHY EDIFICES.

First among these must be named the *Province Building*, so called. It occupies the middle of a square bounded by Hollis, Granville, Prince, and George Streets. The square itself is surrounded by a neat iron railing, planted with handsome trees, and adorned with beds of flowers. The Province Building is a stately brown, freestone edifice of the Ionic order of architecture, 140 feet in length by 70 in width, and three storeys in height. The first, or lower, floor is appropriated to offices for the Departments of the Provincial Government. The second, or principal floors, occupied by the Legislative Council Chamber, the House of Assembly Room, the Legislative Library, and others appropriated to Legislative purposes. The Council Chamber is finished and furnished with a fair show of elegance, and contains full length life sized portraits of George II., George III., and their respective Queens; William IV., Chief Justices Strange, Blowers, and Sir Brenton Halliburton; Sir William F. Williams, and Sir John E. W. Ingles, two Novascotians eminent in arms; Sir C. Hastings Doyle, first Lieut. Governor of the Province under the Dominion; and a half length portrait of the late Judge T. C. Halliburton, author of "Sam Slick" and other literary works. The Assembly room is very similar to the Council Chamber, although less ornamental in its finish. The third floor is principally occupied by the librarian and keeper of the building.

Government House, the residence of the Lieut. Governor, occupies the middle of a square, ornamented with trees and shrubbery and enclosed on three sides by Hollis, Pleasant, and Bishop Streets. It is built of brown freestone, with a centre portion threestoreys in height with two wings of two storeys each. The *Military Commandants Quarters* is a plain, but commodious, two storey building, prettily situated on the corner of Queen Street and Spring Garden Road. It is noted from having been built by Prince Edward, Duke of Kent, father of Queen Victoria, whilst Commander of the forces in Nova Scotia, and is, we believe, the only relic of His Royal Highness's work now remaining in the City of Halifax. *Admiralty House* is a plain, but commodious stone building, in the Northern part of the town, in an airy situation, on the East side of Gottingen Street. It is upon the brow of a slope extending down to the harbor, of which it commands a fine view, as also of the Naval Yard and its buildings and works.

The *New Provincial Building*, as it is with some poverty of invention still called, occupies the block bounded by Hollis and George Streets, Bedford Row, and Cheapside. It is of light brown freestone with granite basement, and three storeys high, and is occupied by the Post Office, Customs, and other officials of the Dominion Government of Canada. The only exception is that a room on the third storey is occupied as a Provincial Museum, where there is a collection that will well repay the visitor's inspection.

The *Poors' Asylum*, as already mentioned, stands upon the South Common. It is a substantial brick edifice of stately proportions, and although far from being completed, it is as it stands, the largest building in Halifax. In close proximity to it is the *City Hospital*, a plain red brick building, with granite dressings; and near by is the *Asylum for the Blind*, a brick, stuccoed building of much less dimensions, although it has been, thus far, found amply sufficient for all purposes. The *Deaf and Dumb Asylum* is on Gottingen Street. It is a neat wooden building, comprising a centre, with an Ionic portico, and two capacious wings, the whole surrounded by tastefully laid out

MIDDLEBROS, MIDDLEBROS, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

BRAN, BRAN, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

POOR JOWIS, PIGS' FEET, ETC., AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

and cultivated grounds, in a very pleasant situation. The *Boys' Industrial School* now occupies a neat and commodious new building on Quinpool Road, near the North West Arm; and the *Girls' Industrial School* is equally provided for in another new house on the Tower Road.

The Fortifications, Barracks, and other military edifices and works in Halifax and its outposts, are so numerous and extensive that any attempt at a description of them would require a chapter to itself, and one of greater length than we can afford in this small work.

NOVASCOTIAN RURAL SCENERY.

It may be remarked generally under this head, that, as to fine coast scenery, portions of the coast of Novascotia surpass in the picturesque, and even in the grand, any others along the Atlantic coast of North America, from Labrador to the Gulf of Mexico. On the other hand, the scenery of the country in the interior is much more tame. Still it is much diversified with hill and valley, lake and stream, and nearly always a luxuriant vegetation; but it is quite wanting in mountains, properly so called, although there are numerous ridges and eminences that are locally so designated. The highest land in the peninsula of Novascotia proper does not exceed twelve hundred feet above the sea level; whilst the highest in the Island of Cape Breton scarcely attains three thousand feet.

To give as good an idea of the aspect of the country as can be given in a very limited space, we will suppose ourselves to accompany the tourist in his peregrinations through it. Starting from Halifax as a central point, we will first take the Atlantic shore West of that city. A steamer plies regularly between Halifax and the principal Western ports; but we will take the daily stage coach. Our first notable land-fall is at St. Margaret's Bay. The drive along the winding road, around the head of this Bay, from East river to Hubbard's Cove, is a truly enjoyable one. Many of the coves which indent its rugged shore afford a prospect that would delight the heart of the enthusiastic sea bather. Here, when there is wind with "Southing" in it, we may see the crested wave in the distance come rolling in, as if it had come direct from Bermuda, and break and ripple over an easily shelving beach of sands as white as the snow itself.

It may be observed that there are scores of places on the various shores of Novascotia which offer much greater *natural* attractions as watering places than any of those fashionable spots on neighbouring coasts, to which people of the interior of this continent are in the habit of resorting during the parching heats of their Summer. The bather can take a tepid bath and a day's swim in the upper waters of the Bay of Fundy—Minas Basin, or Chignecto Bay—or he can take his invigorator as cold as he likes on the Atlantic coast. But the natives resident at these numerous favored spots never seem to have thought of, or cared for, "turning an honest penny" by providing the *artificial* attractions which would not fail to make those places the Summer resort of thousands.

A few miles after losing sight of St. Margaret's Bay, we come into view of Mahone Bay, and soon arrive at the pretty village of Chester at its head. This Bay, profusely studded as it is with islands—some of them still clothed with the luxuriant foliage of their original forest, others smiling under a high state of cultivation—has been long and deservedly famed for its attractions of scenery. The drive, following the sinuosities of its shores, from Chester to the

OATS, OATS, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

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village of Mahone Bay, or Kinburn, thence to the town of Lunenburg, thence to Bridgewater, at the head of navigation on the LaHave, is throughout charming. In Lunenburg and most of the rural settlements of this country, we begin to learn something of the diversities of population in Nova Scotia. Here the people of German descent largely predominate; and they have retained their language, habits, and modes of thought and of transacting business. As one consequence, the county town itself—Lunenburg—whilst finely situated and a thriving place, is one of the quaintest old towns in the Province. In passing from Pictou, Antigonish, or Inverness, to Lunenburg, we virtually pass from the Highlands of Scotland into Germany; as in Chezzetcook of East Halifax, the more Southern section of Yarmouth, and Clare township in Digby, we shall find most of the inhabitants more old-fashioned French than the natives of old France.

Bridgewater is a thriving and bustling little town, built up mainly by its lumber trade; and the LaHave is one of the largest and finest rivers in the Province. From Bridgewater to the confines of Yarmouth County, the post road passes through a not very interesting country, except where it crosses the valleys of the numerous rivers which intersect this section of the Province. There we shall usually find extensive lumbering, or ship-building, establishments, or both, surrounded with all the evidences of cultivation and prosperity. The principal places on our route are Mill Village, on the Port Medway; Liverpool and Milton, on the Mersey; Lockeport, from which the fisheries are extensively prosecuted, and to reach which we must make a detour from the more direct route; Jordan River; Shelburne, upon her own noble harbor; the Clyde; and Barrington.

After leaving Barrington, we meet with little of interest until we reach Pubnico. This is a large settlement, comprising an almost continuous village, quite around the harbor, and throughout its whole length. The inhabitants are almost exclusively of French origin and form a very orderly, industrious, and well-to-do community. From Pubnico to the pretty village of Tusket, at the head of navigation, on the river of the same name, winding around the deep inlets of Adeptie, Argyle Sound, and the lower course of the Tusket river, we have before our eyes one continuous, ever shifting, and beautiful panorama. The waters thus skirted are begemmed with about three hundred islands, called "The Tuskets." These are of the most varied shape, elevation, and dimensions; many of them being in a high state of cultivation; others still covered, in whole, or in part, by luxuriant forest trees. Many persons—and the writer must admit himself among the number—consider that this portion of Novascotian coast scenery, whilst of the same general character as that of the more celebrated Mahone Bay, quite surpasses the latter in the richness and variety of its attractions. The Tusket river itself is one of the largest in Novascotia, and in its course from the interior, expands into a number of large and beautiful lakes. A twelve miles' pleasant drive brings us from Tusket village to the town of Yarmouth. This exceedingly enterprising town—which is now probably the second in Novascotia in population, as it is unquestionably the first in the tonnage of shipping owned by it, and that in a Province whose property so largely consists in shipping—is surpassed by no other in the general tidiness of its aspect, the taste displayed in its buildings, and the general air of prosperity which reigns in and about it; for the surrounding country, for miles in every direction, has that same air of thrift.

FLOUR, OATMEAL, CORNMEAL, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

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TORONTO FLOUR, FEED, AND PROVISION DEPOT, 28 BEDFORD ROW, HALIFAX, N. S.

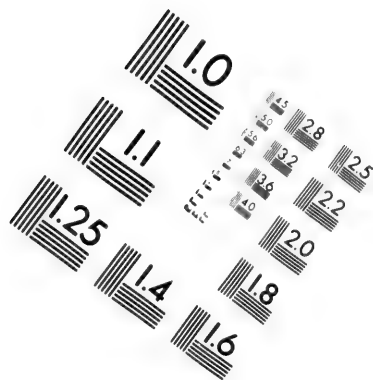
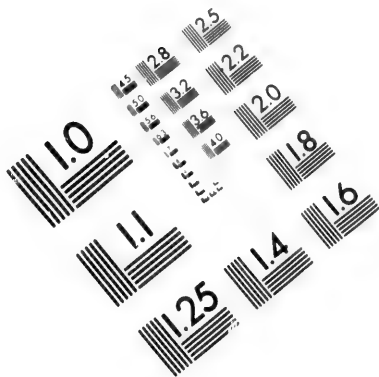
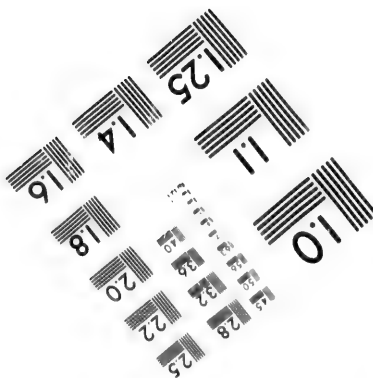
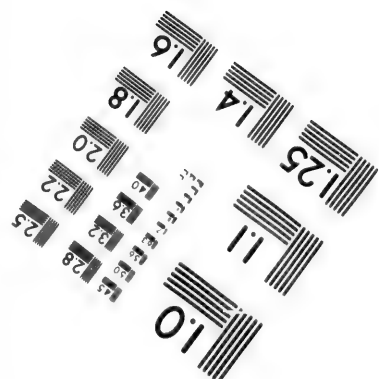
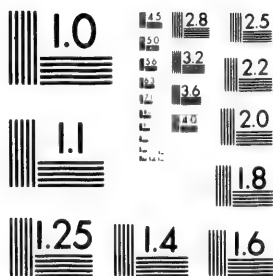


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"The Western Counties Railway," to connect Yarmouth with Annapolis, the terminus of the "Windsor and Annapolis Railway," was recently commenced, mainly through the efforts of certain Yarmouth capitalists. The work is as yet only completed for something less than half the distance to Weymouth, but is being pushed on with vigor. The line, for the most part, runs through the back country, in the rear of the post road; but it is to connect with the ports of Weymouth and Digby. For the present, we follow the post road which, during nearly the whole of a long day's drive, follows closely the shore of St. Mary's Bay. Soon we enter the French township of Clare; and, in traversing its greatest length, we pass through one continuous straggling village. This is characteristic of the older settlements of French origin everywhere in the Dominion of Canada; because the inhabitants, instead of throwing off new hives, to settle elsewhere, always prefer keeping their descendants at home, and dividing and subdividing their lands amongst them. Clare has, however, a frugal and industrious population, living partly by agriculture, partly by the fisheries, engaging to some extent in shipbuilding, and adhering rigidly to their language, religion, and most of their old customs; and, upon the whole, they are a prosperous people. During all our drive through Clare, we see on our left, across the beautiful St. Mary's Bay, the lofty and precipitous Trap ridge—a continuation of the "North Mountain" of Annapolis and Kings County—which is broken by the various channels between St. Mary's Bay and the Bay of Fundy, known as Grand Passage and Petit Passage, into the distinct masses called Briar Island, Long Island, and Digby Neck.

Weymouth, the next place of note on our route, is a picturesque village at and near the mouth of the Sissiboo river, and carries on a brisk business in lumbering and shipbuilding. As in many other instances, not only in Novascotia, but throughout North America, a strangely perverse arbitrariness has been shown in the naming of this place. It is called Weymouth; because it is *not* at the mouth of the *Wey*, but of the *Sissiboo*. Digby is a very neat little town, beautifully situated, and with very attractive surroundings. It is built upon the side of a rather steep hill, fronting upon, and at the extreme Western termination of, that universally admired sheet of water, the Annapolis Basin. On the right and left respectively and on either side of the Basin, stretch the South and North Mountains, as they are called, the latter being, close by, traversed by the deep, narrow, and wild-looking gorge known as St. George's Channel—vulgarly called "Digby Gut"—which affords the sole outlet from the Basin to the Bay of Fundy. Away over the waters in front may be seen Goat Island, which divides the Basin into two pretty nearly equal portions; and the lower one of these is often called "Digby Basin." This town is a favorite summer resort of the people of St. John, New Brunswick; and few more favorable summer residences could be found by any one in pursuit of health, or pleasure.

From Digby we can proceed up to Annapolis by the steamer from St. John, which touches here three times a week—Monday, Wednesday, and Friday—on her way up to Annapolis, as also on her return upon the three alternate days; or we may still follow the post road by the South side of the Basin. The latter route will enable us to see the romantically situated village of Hillsburgh, clustered under lofty hills at the head of navigation of the River Hebert; and Clementsport, filling a somewhat similar dell near the mouth of Moose river. At Annapolis we reach the present terminus of the Novascotia railway system. This charming old town is even more interesting

for its historical associations, than for the beauty of its situations and environs. It is, in fact, the oldest town of European origin in America North of St. Augustine, in Florida, the founding of which latter place preceded it a few years. The old fortifications of the place, both Citadel and outworks, which were so often lost and won by their rival claimants, can still be easily traced; and they indicate the sites of many a bloody encounter, in the days of old, between the French and Indians on the one side, and the English on the other. Here may be said to commence the celebrated Annapolis Valley, its termination, where it is much wider than here, being at the shore of the Basin of Minas, in Kings County. Although the valley itself is almost a perfect level, the enclosing walls of the North and South Mountains, and especially the former, which rise abruptly from the plain and usually to a height of from four to five hundred feet, take away all appearance of tameness from the face of the country. This charming valley is, throughout its whole extent, cultivated like a garden. Indeed no small proportion of its total area actually is taken up in gardens and orchards; and the fruits of this valley—apples, pears, plums, and of late, peaches—of which, especially the first, immense quantities are grown, have attained a world-wide celebrity for their excellent quality.

The places of most note which we pass through on leaving Annapolis by rail for the Eastward, are Bridgetown, where the railway passes from the Southern to the Northern side of the Annapolis river; Lawrencetown; Middleton; Aylesford; Berwick; Kentville, a beautifully embowered little town and the county town of Kings County; Wolfville, where is situate Acadia College; and Grand Pre, which is the extreme Eastern point of what is called the "Annapolis Valley," although more than half of its area is actually in King's County. All these towns and villages give evidence of a high degree of cultivation, not only of the soil, but of the tastes of those who dwell in them. Still, this trip by rail can give but a faint idea of the productiveness of this valley. The view from any of the eminences in the rear of Wolfville, or Grand Pre, Northward, is very fine, taking in as it does the whole width of this end of the valley just referred to, the full sweep of the Basin of Minas with the bold headland of Cape Blomidon, the Eastern termination of the North Mountains, and the range of the loftier, Cobequid Hills in the remote distance. All the country hereabouts was called Minas under the old French denomination; and it is here that Longfellow has laid the principal scene of his charming poem of *Evangeline*.

Resuming our route, we cross the outlet of the lovely valley of the Gaspereau; roll on to Hantsport, a town on the Avon which has grown rapidly into importance by virtue of its shipping interest; and are soon in Windsor, the county town of Hants. This, one of the oldest towns in the Province, is finely situated near the confluence of the Avon and St. Croix rivers, in the midst of an agricultural country of exceeding fertility, and carries on a large trade in gypsum, which indeed is exported in immense quantities from all the Northern parts of this county, as also from South Western Colchester. Hants is one of the principal ship building and ships owning counties in the Province. Windsor is the site of King's College, the oldest institution of its class in the Maritime Provinces. From Windsor to Halifax, the only places we need specially note are Ellershouse, on the St. Croix, where a pretty and thriving manufacturing town has been built up in a few years through the energy and enterprise of one man, from whom it derives its name; Mount Uniacke, where the tourist, if disposed, may visit the Uniacke

TORONTO FLOUR, FEED, AND PROVISION DEPOT, 28 BEDFORD ROW, HALIFAX, N. S.

JOSEPH CARMAN, IMPORTER CANADIAN AND AMERICAN PRODUCE, 28 BEDFORD ROW, HALIFAX, N. S.

BACON, HAMS, SHOULDERS, AT CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

Gold mines, only three miles from the station ; and Bedford, at the head of the Basin of that name, a favorite spot of the Haligonians, in both Summer and Winter excursions.

THE EASTERN ATLANTIC SHORE.

Stage coaches leave Halifax, across the ferry, via Dartmouth, three times a week, on the Eastern shore route, returning on the alternate days. The scenery on this route is no whit less attractive naturally than it is on the Western shore ; but there are no towns, nor even any considerable villages there ; the general aspect of the country is wilder ; and, although one may travel easily and fare comfortably, though plainly, on the road, this route is scarcely likely to prove so attractive to the mere tourist unless also a sportsman—to whom more anon.

The first place which we will mention, although more for the peculiarities of its inhabitants than aught else, is the French settlement of Chezzetcook. This place, which indeed is not directly on the coach road, although not more than two miles from it, approaches more nearly to the character of a village—a large, straggling one—than any other that we can see on this route. Here the inhabitants have retained not only the language, religion, manners, and customs, but also the *costumes*, of their French ancestors. Here, within twenty miles of Halifax—and no where else in this Province—probably no where else in this Dominion—may be seen the women all with their hair dressed and covered with the kerchief, and wearing the kirtle, all after the Norman and Breton fashions of centuries ago.

Crossing the Musquodoboit, a fine river which rises far inland and waters the largest and richest agricultural settlement in Halifax County ; the Jedore, a tidal arm of the sea, girt by lofty and gloomy cliffs, we reach Ship Harbor which, even on this coast, cannot but be admired as a magnificent one, and it is surrounded by picturesque landscapes. At a distance of only a few miles above the ferry, the Ship Harbor Great Lake,—the second in the Province in size—empties, by means of Charles River, into the head of this harbor. Our next stage will be Tangier, celebrated for its Gold Mines, and for having been the first place in Novascotia, where Gold was discovered. Along all this part of the coast, which the post road hugs pretty closely, the waters for many many miles, are profusely studded with Islands of the greatest diversity of size and shape, some clothed with dense, dark woods ; others, presenting only the naked rock ; whilst only a very few of the larger ones are under partial cultivation. These islands make the principal charm of the ever varying view. Thus we may proceed and thus the eye will be continually greeted, past Pope's, Spry, Sheet, Beaver, Newdiquoddy, Nicumteau, to Ekumsekum Harbors, the land highway unfortunately becoming worse and worse, until, at the latter place, which is on the extreme eastern boundary of Halifax County—it ceases to be a road at all. The passage from there to St. Mary's in Guysborough County can only be made by water, or on foot. We will therefore suppose our return to Halifax.

THE NORTHERN ROUTE.

Leaving Halifax, this time, by the Intercolonial Railway, and passing Bedford again, we soon reach Windsor Junction, where the tourist has an opportunity of easily reaching Waverly Gold Mines, which are only one

NORTH BRITISH CONDIMENT, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

TORONTO FLOUR, FEED, AND PROVISION DEPOT, 28 BEDFORD ROW, HALIFAX, N. S.

TORONTO FLOUR, FEED, AND PROVISION DEPOT, 28 BEDFORD ROW, HALIFAX, N. S.

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and a half mile distant. Remaining in the train and skirting along a few of the myriad of lakes which are scattered all over this Atlantic coast section of Nova Scotia—those we now see contributing to the head waters of the Shubenacadie—we at length cross that river at Enfield and are in Hants County again. From Enfield a road leads Eastwardly to the Oldham Gold Mines, four miles distant, in Halifax County; another leads in a Westward direction, to Renfrew Gold Mines, six miles away, and in Hants County. Passing several other stations on the Intercolonial, we reach Shubenacadie Station, and there again crossing the river of that name, enter Colchester County. From this station, stage coaches run daily to Maitland, a thriving town at the mouth of the river. The character of the country, for some time past, has entirely changed and more resembles what we left about Windsor. Rocks have quite disappeared and we see, on every hand, a good cultivable soil. Crossing the Stewiacke, which, through its whole course, drains an exceedingly fertile and flourishing agricultural country, and leaving Brookfield behind, which is the centre of a like district, we reach Truro. This town is situated about two miles above the head of navigation of Cobequid Bay, and is surrounded by a more open country than can be seen elsewhere in the Province. It is often said to be the prettiest town in the Maritime Provinces. That is matter of taste. It has certainly, of late years, made more material progress than any other in Nova Scotia, and is now probably the third town in the Province in population. It is rather straggling than compactly built, upon ground almost perfectly level throughout, flanked by cultivated hills on the one side, and by broad intervale lands, gradually changing to dyked marsh, on the other; is very regularly laid out; and is well and, for the most part, tastefully built. Notwithstanding its inland situation, and the absence of any natural water power, it has lately become one of the most considerable manufacturing towns in Nova Scotia. It is the county town of Colchester and seat of the Provincial Normal and Model Schools. It is the point of junction of the Pictou Branch Railway with the Intercolonial. Stage coaches leave here—and return—twice a day for Maitland and intervening villages, and daily for Tatamagouche. Truly magnificent views are to be had from some of the hills East and North-East of Truro, spots which few tourists fail to visit.

On the Intercolonial again and crossing the fine agricultural township of Onslow, we reach Debert Station, from which stage coaches start daily for Folly, Great Village, Portauquique, Economy, Five Islands, and Parrsborough, following the North Shore of Cobequid Bay and the Basin of Minas. No scenery hunter should fail to visit at least the last two, which present to view coast scenery not surpassed, if it is equalled, in North America. But they can be reached by another route, as will be presently shown.—At Londonderry station stage coaches ply daily to the Acadia Iron Mines; and, a short distance beyond, a branch railway, of about four miles, leads to those Mines, where the largest iron mining and smelting operations of the Dominion are being carried on. From this point, the view even from the car windows, winding up and across the summit of the Cobequid Hills, is often very fine. Little cultivation is to be seen in the immediate vicinity, however, the road having been recently constructed and through a forest. From Wentworth Station, stage coaches leave daily for Wallace, Tatamagouche, and Pugwash; from Thompson's, they leave daily for Pugwash, also for Westchester, in the opposite direction; from Athol Station stage coaches leave for Parrsborough, from which there is easy conveyance to Five Islands, mentioned

CRACKED CORN AND FEED MEAL, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

TORONTO FLOUR, FEED, AND PROVISION DEPOT, 28 BEDFORD ROW, HALIFAX, N. S.

TORONTO FLOUR, FEED, AND PROVISION DEPOT, 28 BEDFORD ROW, HALIFAX, N. S.

BARLEY, BARLEY, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

above. Besides the natural attractions of the localities, they present a fine field of study to the student of mineralogy. In their vicinity, gems, such as are usually found in the Trap formations, may be found in abundance; whilst the facilities for sea bathing are of the very best. From Athol, too, a branch railway, about four miles in length, taps the Spring Hill Coal Mines; and this line is being continued to the Port of Parrsborough, just named, about eighteen miles further. Maccan Station on the Intercolonial, is the point of departure for Minudie, the Joggins Coal Mines, and others of the sort; for we are now in the midst of the great Cumberland coal basin. Next, we are at Amherst, the County town of Cumberland, a bustling and prosperous town, the centre of a widely extensive agricultural and grazing district, upon the trade growing out of which it is mainly dependent, although manufacturing is also carried on to some extent. Between it and the head of the Chignecto arm of the Bay of Fundy, some miles distant, and stretching thence in every direction, are vast expanses of dyked marsh, which constitutes "the fat of the land." The country around is open and breezy. A few miles beyond Amherst, we reach the Missaguash, the boundary of New Brunswick, and once recognised, for some years, as the boundary between the domains of England and France—the flag of the former waving over the Fort Lawrence side of the stream, whilst that of France flaunted from Fort Beau Sejour, on the opposite, or farther, ridge—until the summer of 1755, when a British force, under Col. Monckton, crossing the Missaguash at Pont de Buot, "Buot's Bridge"—a name which, to the mystification of many as to its origin, has since been corrupted into "Point de Bute"—after a short and sharp bombardment of the French fort, compelled its unconditional surrender. From that time *Beau Sejour* became "Fort Cumberland."

EASTERN AND CAPE BRETON COUNTIES.

We will suppose ourselves again in Truro and embarked on board the Pictou Branch Railway. The first portion of the journey after leaving Truro, passes up the beautiful valley of Salmon River, or—as it is sometimes called of late—the "Teviot." In its central position, the line passing through what was but wilderness a few years since, affords little of interest to the sight seer. On nearing New Glasgow, however, we find ourselves in the midst of the great Pictou Coal Basin; and we are surrounded by life and animation on every side. This district can boast of the fact that one at least of the coal seams worked in it has a greater thickness than any other known in the world. There are now five mining companies engaged here in raising and shipping coal, viz:—the Halifax, Intercolonial, Acadia, Novascotia, and Vale companies;—but there are other collieries in the vicinity which are not being worked at present owing to the depressed state of the coal trade. Each of these collieries has, of course, its own village of miners' dwellings, with a more pretentious group of domiciles for the occupation of those who are to direct their operations.—New Glasgow is an active and prosperous business town, largely engaged in manufactures, in which it is favored by being situated almost in the midst of so many collieries. From here there is a daily line of stage coaches to Antigonish and the strait of Canso; also to Sherbrooke St. Mary's and intervening points.—A few miles further brings us to the present termination of our Eastern railway route, at Pictou Landing, from which we reach Pictou, on the opposite, or North side, by a steam ferry. Pictou is prettily built upon the rather steep slope of a hill, and makes its best appear-

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ance when seen from the harbor. Certainly until very recently this town was the second in the Province in population and wealth; and it is so yet unless it has been outstripped by Yarmouth. A large fleet of colliers always occupy its harbor during the season of open navigation; but outside of the profits thus incidentally brought into the place, Pictou carries on a thriving and diversified trade of its own. At the present time, steamers leave Pictou every Tuesday morning for Quebec and intermediate ports; every Tuesday, Wednesday, Friday, and Saturday morning for Charlottetown, P. E. I.; every Monday and Thursday morning for Hawkesbury, on the Strait of Canso; every Wednesday and Friday morning for Port Hood; and every alternate Saturday for the Magdalen Islands.

The tourist has therefore a choice of routes to the island of Cape Breton; but by returning to New Glasgow and taking the stage coach, he will be able more conveniently to visit Antigonish and Guysborough Counties. The former, although comparatively a new county, is not surpassed in its agricultural capabilities by any other in the Province. It is exceedingly fertile and productive, and is being brought rapidly under cultivation. The town of Antigonish has been thought to bear a resemblance to Truro in many points; but it is much smaller. It is the residence of the (R. C.) Bishop of Arichat; and is also the seat of St. Francis Xavier College. Stage coaches run from here to the Strait of Canso and to Guysborough. There is also a public conveyance to Sherbrooke, St. Mary's. Referring to the latter first, it may be remarked that it affords an exceedingly agreeable excursion over nearly the whole distance travelled. The cultivated shores of Lochaber Lake are a continuous picture; the valley of the East Branch of St. Mary's, down to the Forks at Glenelg, presents some such park-like scenery as is not often seen in this country; whilst that of the main river, thence to Sherbrooke, is throughout highly picturesque. The St. Mary's is the largest river in the Eastern section, if not indeed in any part, of Novascotia. Sherbrooke is a very pretty village, situated at the head of navigation of this river, and is mainly supported by lumbering, ship-building, and mining; for the village lies between, and in near propinquity to, two celebrated Gold Mining districts—Sherbrooke Mines, West of the river, and Wine Harbor, a few miles distant on the East. Stormont Gold District again, adjoins the latter to the Eastward.—Guysborough, the approach to which from Antigonish is of the placidly agreeable kind, showing a fine agricultural and prosperous country for nearly the whole distance, is itself an extremely quite little town, but very agreeably situated upon and overlooking Milford Haven, which is a beautiful sheet of water. There is a direct conveyance from here, as from Antigonish, to the Strait of Canso.

Different routes to the island of Cape Breton have already been named. It may also be reached by the Boston, Halifax, and Charlottetown steamers, which touch at Hawkesbury every trip; and by the Halifax and St. Pierre steamer, which touches at Arichat; and by the steamers of the "Fishwick Express Line," plying between Halifax and Charlottetown. The Strait of Canso—called in the old days of French domination the "Passage de Fronsac"—is the great marine highway between the Gulf and River St. Lawrence, on the one hand, and all those waters South and West of Cape Breton, on the other. Consequently it is the channel of a large traffic. Hundreds of sail may often be seen passing through it at a time, or at anchor in its bordering harbors waiting for a fair wind to do so. It is a magnificent piece of water, well set off by the villages of Port Mulgrave and Pirate Cove, on the penin-

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JOSEPH CARMAN, IMPORTER CANADIAN AMERICAN PRODUCE, 28 BEDFORD ROW, HALIFAX, N. S.

Whoever has not seen Cape Breton has failed to see the grandest and most picturesque scenery which the Province of Novascotia can produce. To the genuine lover of Nature, or the artist, it is a truly delightful land. To attempt a description of all the localities worthy of a visit by either, would be quite impossible within the limited scope of this work; for their name is legion. At least we can but name some of the most noteworthy and indicate the modes of reaching them.

Among the places well worth visiting must be mentioned Mabou, which may be reached by stage coach from Port Hood. From here the tourist may proceed by like conveyance to Margaree; and to see the lovely vallies of this river and of its branches—the North-East and South-West Margaree—is itself well worth a special visit to this island. There is at present no public conveyance proceeding Northwardly beyond the main Margaree. Consequently the traveller, if disposed to extend his journey in this direction either towards Cheticamp, on the Gulf,—where there is another old Acadian French settlement, and where, by the bye, there is one of the largest and finest stone (R. C.) churches in the whole Province—or across country to the Wagamatkook valley, in Victoria County, he must procure a private conveyance. This he can accomplish without difficulty at Margaree. He may in like manner proceed by Lake Ainslie and Ainslie Glen to Whycocomagh—a delightful drive; or he can reach the latter point by stage coach either from Mabou, *via* Skye Glen, or from Hawkesbury and Port Hastings. The village of Whycocomagh itself is a lovely spot, nestling beneath precipitous, wooded mountains, and overlooking a broad and deep expanse of placid water, dotted with green islands. We can proceed from here to Baddeck by steamer, as already mentioned; or we can go by stage coach, seeing by the way portions of the broad, fertile vallies of the Wagamatkook, or Middle River, and Big Baddeck River. Wagamatkook Gold Mining District is upon the upper waters of the former. Baddeck, the county town of Victoria, is finely situated on an islanded inlet of the Bras d'Or, and, with its surroundings, shares largely in the natural attractions of this part of the island. When, winding farther Eastward, we reach the deep bay and magnificent land-locked harbor of St.

Anne's, backed by hills so lofty and precipitous as to merit their ordinary designation of "mountains," the scenery assumes somewhat more of the grand in character. This it maintains in an increasing degree from here all the way to Cape North. But, owing to the ruggedness of the ways and the paucity of the means of accommodation, who ever would extend his journey in that direction far beyond St. Anne's must expect to find it something of an adventure.

By crossing the mountain from St. Anne's, or by steamer from Baddeck, we may reach New Campbellton, on the North side of the outlet of the Great Bras d'Or and surrounding a pretty cove. The scenery of the comparatively low ground on which the place is situated is beautifully contrasted with perpendicular cliffs of Crimson Syenite by which it is immediately overlooked, and which here stretches,—a mountain wall several hundred feet in height—from the Great Bras d'Or to Cape Dauphin. Here there is a Colliery and this is the Northern extreme of the Cape Breton field, the most extensive in Novascotia. It extends from here over forty miles, in a direct line Southward but following the general direction of the coast; and out beneath the sea to an unknown distance. The whole of this coal territory is under lease, or occupation, and a number of collieries are now in full operation; but there are many others which, owing to the present depression in the coal trade, have temporarily suspended mining. Whoever may purpose visiting these coal regions will naturally make Sydney the centre of his movements. In addition to the various routes by which this town may be reached and which have been already named, it should be said that the fortnightly steamers plying between Halifax and St. John's, Newfoundland, always touch at North Sydney; and that the Halifax and St. Pierre steamer—also fortnightly—touches both at Sydney and North Sydney. From Sydney ample provision exists for the conveyance of passengers to any of the coal mines. Railroads already connect the Sydney Mines on the North, and the International Mines on the South, with Sydney harbor; and a railroad is under construction from Sydney, through the whole mining region South of that town, to the harbor of Louisburg, thus securing, in the latter place, a Winter port for the shipment of coal. Another and a painful interest attaches to Louisburg as the former stronghold of the French in this Province. What were the old town and stronghold are now but a mass of ruins, and a picture of desolation. Most tourists who feel an interest in the history of this country, would like to pay a visit to the place which, undoubtedly as its appearance is yet full of interest. The most satisfactory way to do so, will be to take a special conveyance from Sydney.

Except as to Louisburg, the extreme South-Eastern portions of Cape Breton and Richmond Counties afford but little to tempt the tourist off the main highway from Sydney to the Strait of Canso. Upon this stage coaches ply daily, as we have seen. For nearly the whole distance from Sydney to St. Peter's, at the very head of the Lake, the road follows closely the shore of the Bras d'Or. A few miles on the Sydney side of St. Peter's, it passes near to Chapel Island, a place of worship of the Micmac Indians. Here all the Indians of Cape Breton and the neighbouring mainland are in the habit of resorting annually to hold high festival on St. Anne's Day (26th July) and for a week preceding. Much of festivity mingles with their religious rites in commemorating their Tutelary Saint; and large numbers of Whites from the surrounding country are in the habit of "assisting" on these occasions.

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St. Peter's, where the canal known by the same name connects the Bras d'Or with St. Peter's Bay, is a prettily and most advantageously situated village which is growing rapidly, and has, no doubt, a bright future. A few miles further Westward, is the junction of the mail route to Arichat, on Isle Madame, the county town of Richmond. In the population of this place, as indeed of the whole of Isle Madame and much of the neighbouring main, those of French origin largely predominate. Arichat is a prosperous town, its prosperity depending almost solely upon the fisheries and the carrying trade. Consequently there is a pronounced marine air about the place. Lennox Passage, between Isles Madame and Jauvrin, and the mainland of Cape Breton, is a beautiful sheet of water; and a boat excursion upon it, a most enjoyable one. It leads, at its Western termination, to the Basin of River Inhabitants, near the shores of which are the Richmond and Caribacou Cove collieries. We are now at the Strait of Canso again, and shall suppose our tour completed.

NOVASCOTIA AS A GAME PRODUCER.

In former times this Province was especially famed—and with very good reason—as a land that teemed with Game, of most of those varieties which were found in about the same latitudes elsewhere in Eastern North America. Moose and Caribou abounded; but, strange to say, no other variety of deer have ever here been found, although such have been taken even in the adjoining Province of New Brunswick. Equally abundant was every variety of Game Bird common to the climate. Unfortunately this state of affairs has become very much changed. Until very recently, no restriction whatever having been put upon the destruction of game, not only every sportsman, but every pot-hunter, did what was right in his own eyes—not only so, but he often did what must have been *wrong* in his own eyes and those of everybody else. To destroy for the mere sake of destroying seemed oftentimes to be the sole object in view. The reckless setting of forest fires, which would often sweep over miles of country with almost the speed of the wind itself, has doubtless tended to the same result as this wholesale slaughter—particularly in the case of woodland game birds. In this heedless and often wanton destruction of game the “noble Red Man” has quite surpassed his white skinned compeer. The improvidence of these Indians, savages although they be, to whom the preservation of game imparts so much, is really marvellous and would seem incredible but that we have too many proofs of it.

The results of all this are, that the Caribou has almost disappeared out of Novascotia. The Moose have become so scarce of late years, that it was obvious that a continuation of the old state of affairs would, in a few years more, lead to their utter extinction. Not one “partridge” (*grouse*) is now to be found where hundreds could be shot within the memory of people still living. The Migratory; Wild Pigeon, which formerly visited this country in myriads, has entirely disappeared. This, however, is a fact which is not easily accounted for; and it applies to Novascotia in common with North America—at least the North Eastern parts of it generally. All land, game birds have become much more scarce than formerly. The native Hares, or “Rabbits,” were also supposed to have become so, a few years since; but it would seem that they were affected temporarily by some epidemic disease; for lately they are said to be on the increase. We are not aware that there has been any corresponding diminution in the numbers of Waterfowl which resort to the

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coasts and Lakes of Novascotia; although indeed they may have become more shy in their habits as the county has become more settled.

Owing to these various considerations, the Provincial Legislature has recently taken the preservation of Game in hand—a policy to which it had long been urged, and in carrying out which it is ably assisted, by the "Game and Inland Fishery Protection Society" and other gentlemen who take an interest in the matter. By a Provincial Act which came into operation in 1874, it was forbidden to kill any Moose at all within a period of three years; and, in the present temper of the public mind, it seems very probable that this prohibition will be extended for a still longer period. The same Act limits the number of Caribou which any one individual or party of hunters may kill in a season,—a seemingly needless provision which could not be easily violated, seeing the scarcity of those animals. It also prescribes a *close season* in the case of any species of game, and enjoins severe penalties for the violation of any of its provisions, all of which legislation cannot but have a most beneficial effect and indicate better times for the sportsman in the future.

It would be both a vain and a needless labor to undertake to inform the stranger sportsman of all the liabilities in Novascotia when he may reasonably expect a few day's "good shooting." Although, as already said, more scarce than formerly, partridges, woodcock, and snipe, &c., may be found anywhere in the Province when the country is such as to afford them their natural food,—keeping in mind, however, that there is much less prospect of "making a bog" upon grounds near the centers of population and which have consequently been much hunted over. Consequently, to increase sport one must seek their more secluded haunts.

The last above remarks also apply, although not in equal degree, to the case of waterfowl. This species of game—in such great varieties that we shall not attempt to catalogue them—is still abundant all along the Atlantic and Gulf of St. Lawrence Coasts of the Province. As to the former, the sportsman will find his best chances on that part of the Coast Eastward of Halifax, rather than to the Westward—owing, doubtless, to the fact that the shores East are much more thinly peopled than those West. In any case, it is only in the more secluded water, and by means of decoys and other ingeniously deceptive contrivances, that the patient sportsman can hope to achieve any great success amongst these birds, because so wary and suspicious of the presence of man. It is believed that the St. Lawrence Coast of Novascotia holds out the best inducements for this variety of sport.

FISHING.

There was a time when no country on earth could surpass, and very few could equal, Novascotia in the productiveness of its fisheries, whether coast, or inland. But, as in the case of game animals already referred to, there has been a great falling off in this abundance. This has been owing in part to the improvident and exhaustive way in which the fisheries have been prosecuted, but in a much greater degree to the injuries caused by lumbermen in obstructing the rivers with mill dams, "jams" of drift logs and mill rubbish, and sawdust. The work of recuperation has indeed commenced, and a good law for the preservation of the fisheries is upon the Dominion Statute Book; but the work of improvement does not proceed as rapidly as could be

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CANADIAN CHOPPED FEED, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

wished. Many of the officers appointed to enforce the law evince zeal and energy in the performance of their duty; yet political jobbery and partizan favoritism often hinder their efforts from producing the desired results. Still, the Novascotian fisheries are not yet ruined; and it is to be reasonably hoped that, through the persistent efforts of those who have their welfare at heart, those fisheries will yet again attain that celebrity which they once enjoyed.

These remarks are, of course, intended more especially for the Angler, properly so called. Should any such have a mind to try his hand at a catch of exclusively salt-water fish—such as cod, haddock, &c.—he can find ample opportunity for indulging in this—to him—probably moral sport anywhere upon any of the coasts of Novascotia. But as to inland waters,—the whole Atlantic coastband of Novascotia, of a width sufficient to comprise fully one half the area of the Province, is profusely strewn with lakes. They may be literally counted by thousands. In all of these lakes and their connecting streams there are Trout, and many of them abound with that fine fish, it being understood, of course, that those lakes mar the centres of population—as Halifax, for instance—being very much fished, afford less sport than those more remote. In setting out, from whatever point, to try his luck in the wilderness among these lakes, the stranger should always be accompanied by an experienced guide, to direct him from one point to another through such a labyrinth of waters as he is likely to find, and to point out the favorite haunts of their finny denizens.

As to river fishing,—originally nearly every stream in Novascotia flowing into the sea, was a Salmon, as well as a Trout, stream. The most of them are so yet; although some of them have been almost, and some few altogether, ruined through the causes mentioned above. Again taking Halifax as one supposed point of departure, we will mention those streams most celebrated among anglers, or in which fair sport may be expected. In the Western section of Halifax County, Nine-Mile River, Moser's, Indian, and Ingraham Rivers, afford fine sport. Farther West, in Lunenburg County, Gold River is widely and deservedly famed as a salmon stream. The LaHave, once equally celebrated, still affords fair sport, although it has been much damaged by the lumberman. Port Medway River again, in Queen's County, is celebrated as a salmon stream, and is visited by the salmon earlier in the season than almost any other in the Province. As a general rule, the salmon strike in first, in the early Spring, about this part of the coast, and from about this point gradually progress Westward and Eastward. From Port Medway to the Western confines of the Province, all the more considerable streams produce salmon, although not very abundantly at present. Of these the Tusknet will probably afford the best sport.

Eastward of Halifax, we can scarcely go amiss for good salmon and trout streams. Among those in the metropolitan county, Little Salmon River, West Salmon River, Musquodoboit, Ship Harbor or Charles River, and Tangier, merit especial notice. In Guysborough County, St. Mary's River has the reputation among anglers of being one of the best Salmon streams in North America. The Country Harbor river and other streams of this County afford fair sport.

Of the rivers emptying into the Bay of Fundy, the Annapolis and its tributary the Nictau, are noted trout streams. The Shubenacadie, its tributaries the Stewiack and St. Andrews, and Salmon River of Colchester, afford

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good sport. Besides salmon and trout, grayling are also caught in these rivers, as also in some others in Northern Colchester.

Among the rivers which flow into the Gulf of St. Lawrence, River Philip, in Cumberland, and the Margaree, in Inverness, have obtained an almost world-wide reputation as fishing streams. It may be observed that the streams flowing into the Gulf are the especial resort of the Sea Trout in preference to the other rivers of the Province; and the two just named are particularly noted for their abundance of these fine fish in addition to the more widely distributed salmon.

Whilst thus making special mention of certain rivers, the reader must be again reminded that those only are named which have become most celebrated among anglers. To name all the fishing streams of the Country—even all which may afford passably good sport—would be to incur the useless task of furnishing a catalogue of nearly all the rivers of Novascotia. What with these and the almost innumerable lakes which dot the face of the Country, the angler can scarcely go amiss for the opportunities and facilities of indulging in his favorite pastime.

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- Acton, York Co., distant from Cork 2 miles, fare 10 cts., population 175.
- Albert Mines, Albert Co., distant from Moncton 20 miles, fare 1.00, population 200.
- Aldouin River, Kent Co., distant from Richibucto 4 miles, fare 25 cts., population 250.
- Alexander's Point, Gloucester Co., distant from Chatham 73 miles, fare 4.00, population 200.
- Alandale, York Co., distant from Poquiock 3 miles, fare 20 cts., population 50.
- Anagance, Kings Co., distant from St. John 60 miles, fare 1.80 population 100.
- Anderson's Settlement, Gloucester Co., distant from Bathurst 26 miles, fare 1.50, population 50.
- Andover, Victoria Co., distant from Woodstock 50 miles, fare 3.00, population 400.
- Apohaquie, King's Co., distant from St. John 39 miles, fare 1.17, population 300.
- Archibald Settlement, Restigouche Co., distant from Louisons Brook 3 miles, fare 25 cts., population 200.
- Armstrong's Brook, Restigouche Co., distant from Bathurst 28 miles, fare 1.25, population 200.
- Armstrong's Corner, Queens Co., distant from St. John 24 miles, fare 1.00, population 200.
- Aroostook, Victoria Co., distant from Woodstock 66 miles, fare 3.00, population 400.
- Arthurette, Victoria Co., distant from Woodstock 65 miles, fare 4.00, population 400.
- AuLac, Westmorland Co., distant from St. John 132 miles, fare 3.66, population 60.
- Back Bay, Charlotte Co., distant from L'Etang 2 miles, fare 10 cts., population 200.
- Baie Verte, Westmorland Co., distant from St. John 146 miles, fare 4.10, population 200.
- Baie Verte Road, Westmorland Co., distant from Sackville 14 miles, fare 75 cts., population 100.
- Baillie, Charlotte Co., distant from St. Stephen 13 miles, fare 50 cts population 700.
- Bairdsville, Victoria Co., distant from Woodstock 42 miles, fare 2.00, population 200.
- Bakers Creek, Victoria Co., distant from Grand Falls 50 miles, fare 2.00, population 660.

POKE, JOWLS, PIGS' FEET, ETC., AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

CRACKED CORN AND FEED MEAL, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

- Balmoral, Restigouche Co., distant from Dalhousie 6 miles, fare 40 cts., population 100.
- Bank The, Albert Co., distant from St. John 82 miles, fare 4.00, population 150.
- Barachois, Westmorland Co., distant from St. John 114 miles, fare 5.00, population 300.
- Barber Dam, Charlotte Co., distant from St. Stephen 26 miles, fare 1.00, population 100.
- Barnaby's River, Northumberland Co., distant from Moncton 69 miles, fare 2.07, population 500.
- Barnesville, King's Co., distant from St. John 25 miles, fare 1.25, population 150.
- Bartholomews River, Northumberland Co., distant from Newcastle 25 miles, fare 1.25, population 100.
- Bartibouque, Northumberland Co., distant from Moncton 100 miles, fare 3.00, population 200.
- Bass River, Kent Co., distant from St. John 122 miles, fare 5.00, population 400.
- Basswood Ridge, Charlotte Co., distant from St. Stephen 9 miles, fare 1.00, population 150.
- Bath, Carleton Co., distant from Woodstock 30 miles, fare 1.25, population 500.
- Bathurst, Gloucester Co., distant from St. John 212 miles, fare 6.00, population 600.
- Bay Du Vin, Northumberland Co., distant from Shediac 72 miles, fare 4.50, population 150.
- Bayfield, Westmorland Co., distant from Sackville 36 miles, fare 1.50, population 175.
- Bay Shore, Kent Co., distant from Buctouche 5 miles, fare 25 cts., population 300.
- Bay Side, Charlotte Co., distant from St. Andrews 7 miles, fare 30 cts., population 300.
- Beaudreau Village Westmorland Co., distant from St. Andrews 118 miles, fare 5.50, population 100.
- Beaver Brook Albert Co., distant from Moncton 88 miles, fare 2.60, population 100.
- Beaver Harbor Charlotte Co., distant from St. George 10 miles, fare 40 cts., population 150.
- Belledune, Gloucester Co., distant from Moncton 142 miles, fare 4.00, population 400.
- Belledune River, Gloucester and Restigouche Cos., distant from Bathurst 24 miles, fare 1.00, population 150.
- Bleisle Bay, Kings Co., distant from St. John 34 miles, fare 1.25, population 150.
- Beleisle Creek, Kings Co., distant from St. John 44 miles, fare 2.50, population 3.00.
- Belliveau Village, Westmoreland Co., distant from St. John 116 miles, fare 3.00, population 200.
- Belyea's Cove, Queen's Co., distant from St. John 40 miles, fare 2.00, population 250.
- Berrys Mills, Queens Co., distant from Moncton 8 miles, fare 24 cts.,

TORONTO FLOUR, FEED, AND PROVISION DEPOT, 28 BEDFORD ROW, HALIFAX, N. S.

CRACKED CORN AND FEED MEAL, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

PORK, JOWLS, PIGS' FEET, ETC., AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

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PORK, JOWLS, PIGS' FEET, ETC., J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

- Big Cove, Queens Co., distant from St. John 42 miles, fare 2.00, population 200.
- Big Hole Northumberland Co., distant from Newcastle 20 miles fare 1.00 population 50.
- Bird Settlement York Co., distant from St. John 76 miles, fare 4.00 population 150.
- Black Brook Northumberland Co., distant from Chatham 6 miles, fare 50 cts., population 300.
- Blackland Restigouche Co., distant from Dalhousie 10 miles, fare 50 cts., population 250.
- Black Point Restigouche Co., distant from New Mills 1 mile, fare 10 cts., population 150.
- Black River, Kent Co., distant from Buctouche 2 miles, fare 10 cts., population 350.
- Black River St. John Co., distant from St. John 17 miles, fare 1.00, population 200.
- Black's Harbor Charlotte Co., distant from Beaver Harbour 2½ miles, fare 20 cts., population 100.
- Blackville, Northumberland Co., distant from Newcastle 26 miles, fare 1.50, population 450.
- Blaney Ridge, York Co., distant from Prince William 12 miles, fare 75 cts., population 125.
- Blissfield, Northumberland Co., distant from Newcastle 46 miles, fare 2.75, population 150.
- Blissville, Sunbury Co., distant from St. John 41 miles, fare 1.45, population 300.
- Bloomfield, Carleton Co., distant from Woodstock 15 miles, fare 1.00, population 300.
- Bloomfield, Kings Co., distant from St. John 27 miles, fare 81 cts., population 200.
- Bloomsbury, St. John Co., distant from St. John 13 miles, fare 1.00, population 100.
- Bocabec, Charlotte Co., distant from St. Andrews 10 miles, fare 75 cts., population 240.
- Boiestown, Northumberland Co., distant from New Castle 60 miles, fare 3.00, population 250.
- Bougogen, Westmorland Co., distant from Shediac 11 miles, fare 50 cts., population 100.
- Boundary Creek, Westmorland Co., distant from St. John 79 miles, fare 2.37, population 100.
- Bridgedale, Albert Co., distant from Moncton 1 mile, fare 10 cts., population 75.
- Briggs Corner, Queens Co., distant from St. John 78 miles, fare 4.00, population 500.
- Bristol, York Co., distant from Fredericton 16 miles, fare 75 cts., population 200.
- Brockaway York Co., distant from Harvey 8 miles, fare 50 cts., population 100.
- Brockville, Albert Co., distant from St. John 83 miles, fare 5.00, population 75.
- Brookvale, Queen's Co., distant from St. John 62 miles, fare 3.00, population 100.

MIDDINGS, MIDDINGS, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

BACON, HAMS, SHOULDERS, AT CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

Brookville, St. John Co., distant from St. John 4 miles, fare 12 cts., population 500.
 Buctouche Kent Co., distant from St. John 1.27 miles, fare 7.00,
 Burnt Church, Northumberland Co., distant from Chatham 20 miles, fare 1.00, population 200.
 Burton, Sunbury Co., distant from St. John 65 miles, fare 3.00, population 300.
 Bitternut Ridge, Kings Co., distant from St. John 78 miles, fare 4.00, population 500.
 Cairns River, Northumberland Co., distant from Newcastle 30 miles, fare 1.25, population 100.
 Caiseys Point, Kent Co., distant from Shediac 10 miles, fare 50 cts., population 100.
 Caledonia, Albert Co., distant from St. John 98 miles, fare 4.50 population 200.
 Cambridge, Queens Co., distant from St. John 45 miles, fare 75 cts., population 150.
 Campbell, Kings Co., distant from Sussex 12 miles, fare 60 cts., population 175.
 Campbell, York Co., distant from Newcastle 70 miles, fare 3.50 population 200.
 Campbellton, Restigouche Co., distant from Moncton 185 miles, fare 5.20, population 600.
 Campobello, Charlotte Co., distant from Eastport 2 miles, fare 20 cts., population 1100.
 Canaan, Carleton Co., distant from Woodstock 33 miles, fare 1.50, population 300.
 Canaan, Kent Co., distant from Moncton 19 miles, fare 57 cts., population 75.
 Canning, Queens Co., distant from St. John 52 miles, fare 2.50, population 100.
 Canterbury York Co., distant from Fredericton 51 miles, fare 2.50, population 150
 Canterbury Station, York Co., distant from Woodstock 23 miles, fare 1.00, population 1000.
 Cape Ball Westmorland Co., distant from Bay Verte 19 miles, fare 1.10, population 300.
 Cape Enrage, Albert Co., distant from St. John 89 miles, fare 4.00 population 100.
 Cape Spear, Westmorland Co., distant from Sackville 32 miles, fare 1.50, population 100.
 Caraquette Lower Gloucester Co., distant from Shediac 148 miles, fare 6.00, population 1500.
 Caraquette Upper Gloucester Co., distant from Chatham 80 miles, fare 4.00, population 600
 Carleton, St. John Co., distant from St. John $\frac{1}{2}$ miles, fare 3 cts., population 5.000.
 Carlow Settlement, Sunbury Co., distant from St. John 78 miles, fare 8 50, population 100.
 Case Settlement, Kings Co., distant from St. John 36 miles, fare 1.00, population 100.

BACON, HAMS, SHOULDERS, AT CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

MIDDINGS, MIDDINGS, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

POOR JOWLS, PIGS' FEET, ETC., AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

Central Blissville, Sunbury Co., distant from St. John 83 miles, fare 1.50, population 150.
 Central Cambridge, Queens Co., distant from Norton 20 miles, fare 1.00, population 80.
 Central Kingsclear, York Co., distant from Fredericton 11 miles, fare 50 cts., population 150.
 Central Norton, Kings Co., distant from Norton 8 miles, fare 50 cts., population 100.
 Centerville, Albert Co., distant from St. John 103½ miles, fare 5.00, population 200.
 Centerville, Carleton Co., distant from Woodstock 20 miles, fare 1.00, population 650.
 Chamecook, Charlotte Co., distant from St. Andrew 5 miles, fare 25 cts., population 150.
 Chance Harbor, St. John Co., distant from Fairville 18½ miles, fare 1.00, population 150.
 Chaplain Island Road, Northumberland Co., distant from Newcastle 8 miles, fare 40 cts., population 175.
 Charlo, Restigouche Co., distant from Campbellton 18 miles, fare 54 cts., population 50.
 Chatham, Northumberland Co., distant from St. John 173 miles, fare 6.00, population 3,000.
 Cheputneticook, York Co., distant from St. Croix 2 miles, fare 15 cts., population 200.
 Chester, Albert Co., distant from St. John 83 miles, fare 4.00, population 100.
 Chipman Queens Co., distant from St. John 82 miles, fare 4.00, population 150.
 Chockfish, Kent Co., distant from Baetouche 7 miles, fare 40 cts., population 200.
 Church Hill, Albert Co., distant from Elgin Corner 3 miles, fare 20 cts., population 100.
 Clarendon, Charlotte Co., distant from St. John 80 miles, fare 1.05, population 350.
 Clifton, Gloucester Co., distant from Bathurst 15 miles, fare 1.00, population 200.
 Clifton Kings Co., distant from St. John 16 miles, fare 1.00, population 250.
 Clone's Settlement, Queens Co., distant from St. John 30 miles, fare 1.50, population 200.
 Coal Branch, Kent Co., distant from Moncton 28 miles, fare 84 cts., population 200.
 Coal Mines, Queens Co., distant from St. John 77 miles, fare 3.00, population 300.
 Coates' Mill, Kent Co., distant from Moncton 21 miles, fare 1.00, population 200.
 Cocagne, Kent Co., distant from Shediac 11 miles, fare 50 cents., population 900.
 Cocagne River, Kent Co., distant from Shediac 12 miles, fare 1.20, population 200.
 Cocagne Shore, Kent Co., distant from Shediac 11 miles, fare 50 cts., population 200.

Coldstream, Carleton Co., distant from Woodstock 17 miles, fare 1.00, population 400.	
Colebrook, Victoria Co., distant from Woodstock 74 miles, fare 3.25, population 700.	
Cole's Island, Queens Co., distant from St. John 55 miles, fare 2.50, population 200.	
Collina, King's Co., distant from St. John 47½ miles, fare 2.00, population 3.50.	
Collina, St. John Co., distant from St. John 34 miles, fare 1.50, population 400.	
Cooksmille, Westmorland Co., distant from Sackville 12 miles, fare 50 cts., population 150.	
Cork, York Co., distant from St. John 57 miles, fare 1.75, population 350.	
Cornhill, Kings Co., distant from St. John 61 miles, fare 2.15, population 300.	
Coverdale, Albert Co., distant from St. John 83 miles, fare .225, population 250.	
Crabb Settlement, York Co., distant from St. John 92 miles, fare 4.00, population 100.	
Cramberry, York Co., distant from St. Andrew 49 miles, fare 2.00, population 100.	
Cromwell, Kings Co., distant from St. John 45 miles, fare 2.00, population 100.	
Cumberland Bay, Queens Co., distant from Apohaqui 32 miles, fare 1.50, population 500.	
Cumberland Point, Queens Co., distant from Apohaqui 32 miles, fare 1.50, population 150.	
Curryville, Albert Co., distant from St. John 111 miles, fare 5.00, population 100.	
Dalhousie, Restigouche Co., distant from Moncton 8 miles, fare 40 cts., population 600.	
Dawson Settlement, Albert Co., distant from St. John 91 miles, fare 4.50, population 250.	
Deadman's Harbor, Charlotte Co., distant from Beaver Harbor 2 miles, fare 15 cts., population 60.	
Debeck, Carleton Co., distant from Houlton, Maine 8½ miles, fare 80 cts., population 50.	
Dear Island, Charlotte Co., distant from Eastport 6 miles, fare 50 cts., population 1,000.	
Dear Lake, York Co., distant from St. Andrews 59 miles, fare 2.50, population 50.	
Demoiselle Creek, Albert Co., distant from Moncton 21 miles, fare 1.00, population 150.	
Derby, Northumberland Co., distant from Newcastle 9 miles, fare 50 cts., population 400.	
Dewolfe Corner, Charlotte Co., distant from Baillie 1 mile, fare 10 cts., population 280.	
Dickens, Carleton Co., distant from Woodstock 15 miles, fare 1.00, population 150.	
Digdeguash, Charlotte Co., distant from St. George 8 miles, fare 40 cts., population 150.	

JOSEPH CARMAN, PRODUCE MERCHANT AND INSURANCE AGENT, 28 BEDFORD ROW, HALIFAX, N. S.

JOSEPH CARMAN, IMPORTER CANADIAN AND AMERICAN PRODUCE, HALIFAX, N. S.

TORONTO FLOUR, FEED, AND PROVISION DEPOT, 28 BEDFORD ROW, HALIFAX, N. S.

- Dipper Harbor, St. John Co., distant from St. John 20 miles, fare 1.00, population 200.
- Doaktown, Northumberland Co., distant from Newcastle 53 miles fare 3.00, population 250.
- Doherty's Mills, Kent Co., distant from Richibucto 11 miles, fare 50 cents., population 200.
- Dollair Settlement, Kent Co., distant from Shediac 30 miles, fare 1.50, population 150.
- Donegal, King Co., distant from Sussex Vale 12 miles, fare 60 cts., population 150.
- Dorchester, Westmorland Co., distant from St. John 117 miles, fare 3.27, population 800.
- Dorchester Road, Westmorland Co., distant from St. John 102 miles fare 3.00, population 200.
- Douglas, York Co., distant from St. John, 70 miles, fare 3.00, population 200.
- Douglas Harbor, Queens Co., distant from St. John 58 miles, fare 2.50, population 200.
- Douglasfield, Northumberland Co., distant from Newcastle 3 miles, fare 20 cts., population 400.
- Douglastown Northumberland Co., distant from Newcastle 3 miles fare 20 cts., population 400.
- Douglas Valley, Queens Co., distant from St. John 33 miles, fare 1.50, population 150.
- Dover, Westmorland Co., distant from Memramcook 6 miles, fare 30 cts., population 200.
- Doyle Settlement, Restigouche Co., distant from Louisons Brook 6 miles, fare 25 cts., population 100.
- Dumbarton, Charlotte Co., distant from St. Stephen 19 miles, fare 1.00, population 200.
- Dumpriers, York Co., distant from St. John 98 miles, fare 5.00, population 200.
- Dundee Restigouche Co., distant from Dalhousie 10 miles, fare 50 cts., population 200.
- Dungarvon, Northumberland Co., distant from Newcastle 32 miles, fare 1.50, population 70.
- Dungiven Westermorland Co., distant from Memramcook 4 miles, fare 25 cts., population 50.
- Dumphy, Northumberland Co., distant from Newcastle 30 miles, fare 1.75, population 100.
- Dunsinain, Kings Co., distant from St. John 55 miles, fare 2.50, population 50.
- East Florenceville, Carleton Co., distant from Woodstock 23 miles, fare 1.00, population 100.
- East Glassville, Carleton Co., distant from Woodstock 29 miles, fare 1.25, population 75.
- East Scotch Settlement, Kings Co., distant from St. John 43 miles, fare 2.00, population 100.
- East Waterloo, Queens Co., distant from St. John 54 miles, fare 2.50, population 100.
- Edgett's Landing, Albert Co., distant from Salisbury 24 miles, fare 1.25, population 250.

Edmundson, Victoria Co., distant from Grand Fall's 38 miles, fare 1.50, population 400.
Eel River, Restigouche Co., distant from Dalhousie 5 miles, fare 25 cts., population 400.
Eel River, York Co., distant from Woodstock 19 miles, fare 1.00, population 100.
Eldon Restigouche Co., distant from Flatlands 8 miles, fare 40 cts., population 30.
Elgin Corner, Albert Co., distant from Petitcodiac 12 miles, fare 60 cts., population 250.
Elm Tree, Gloucester Co., distant from Bathurst 14 miles fare 75 cts., population 150.
Emigrant Road, Parish of Botsford, distant from Sackville 25 miles, fare 1.00, population 100.
Emigrant Settlement, Westmorland Co., distant from Sackville 27 miles, fare 1.25, population 200.
English Settlement, Queens Co., distant from St. John 52 miles, fare 2.50, population 200.
Enniskillen, Queens Co., distant from St. John 53 miles fare 1.25, population 150.
Erb Settlement, Kings Co., distant from Apohaquy 4 miles, fare 20 cts., population 50.
Fairfield, St. John Co., distant from Quaco 7 miles, fare 30 cts., population 75.
Fairville, St. John Co., distant from St. John 4 miles, fare 25 cts., population 1,500.
Farley's Mills, Carleton Co., distant from Woodstock 24 miles, fare 1.00, population 50.
Farmerston, Carleton Co., distant from Woodstock 10 miles, fare 50 cts., population 300.
Fenwick, Kings Co., distant from St. John 50 miles, fare 2.00, population 200.
Ferris Settlement, Queens Co., distant from St. John 28 miles, fare 1.25, population 100.
Ferryville, Carleton Co., distant from Woodstock 5 miles, fare 25 cts., population 150.
Flatlands, Restigouche Co., distant from Campbellton 10 miles, fare 50 cts., population 150.
Forks, Cain's River, Northumberland Co., distant from Newcastle 30 miles, fare 1.25, population 30.
Forks (The), Queens Co., distant from St. John 70 miles, fare 3.00, population 100.
Forrest, Northumberland Co., distant from Moncton 57 miles, fare 1.71.
Foster's Cove, Victoria Co., distant from Woodstock 75 miles, fare 3.50, population 150.
Fox Creek, Westmorland Co., distant from St. John 98 miles, fare 4 50, population 500.
Fredericton, York Co., distant from St. John 64 miles, fare 1.50 by steamer and 2.00 by rail, population 6,000.
Fredericton Junction, Sunbury Co., distant from St. John 46 miles, fare 1.60, population 150.

FIRE AND MARINE RISKS TAKEN, JOSEPH CARMAN, AGENT, 28 BEDFORD ROW, HALIFAX, N. S.

TORONTO FLOUR, FEED, AND PROVISION DEPOT, 28 BEDFORD ROW, HALIFAX, N. S.

NORTH BRITISH CONDIMENT, AT JOSEPH CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

Fredericton Road, Westmorland Co., distant from Salisbury 7 miles, fare 40 cts., population 100.
 Frenchfort Cove, Northumberland Co., distant from Newcastle 1 mile, fare 10 cts., population 30.
 French Lake, Sunbury Co., distant from Fredericton 21 miles, fare 1.00, population 150.
 French Village, Kings Co., distant from Nauwigewauk 4 miles, fare 25 cts., population 200.
 Gagetown, Queens Co., distant from St. John 50 miles, fare 2.00, population 300.
 Galloway, Kent Co., distant from Shediac 33 miles, fare 1.50, population 150.
 Gardener's Creek, St. John, distant from St. John 20 miles, fare 1.00, population 150.
 Gaspereau, Queens Co., distant from St. John 81 miles, fare 2.00, population 600.
 Gaspereau, Charlotte Co., distant from St. John 33 miles, fare 1.15.
 Geary Settlement, Sunbury Co., distant from Fredericton 18 miles, fare 75 cts., population 200.
 Germantown Lake, Albert Co., distant from St. John 84 miles, fare 4.00, population 150.
 Glassville, Carleton Co., distant from Woodstock 27 miles, fare 1.25, population 200.
 Glazier, York Co., distant from Fredericton 6 miles, fare 18 cts.
 Glenlevit, Restigouche Co., distant from Flatlands 2 miles, fare 10 cts., population 100.
 Glenville, Westmorland Co., distant from Petiteodiac 3 miles, fare 20 cts., population 70.
 Good's Corner, Carleton Co., distant from Woodstock 16 miles, fare 1.00, population 120.
 Goose Creek, St. John Co., distant from Sussex 29 miles, fare 1.25, population 50.
 Gordonsville, Carleton Co., distant from Woodstock 28 miles, fare 1.25, population 50.
 Goshen, Albert Co., distant from Anagance 10 miles, fare 50 cts., population 100.
 Goshen, Queens Co., distant from St. John 53 miles, fare 2.50, population 100.
 Gowland Mountain, Albert Co., distant from Elgin Corner 3 miles, fare 15 cts., population 100.
 Grand Anse, Gloucester Co., distant from Bathurst 28 miles, fare 1.25, population 700.
 Grand Bay, St. John Co., distant from St. John 11 miles, fare 45 cts., population 100.
 Grandique, Wellington Co., distant from Shediac 7 miles, fare 50 cts., population 400.
 Grand Falls Portage, Victoria Co., distant from Woodstock 65 miles, fare 3.00, population 100.
 Grand Harbor, Charlotte Co., distant from North Head 12 miles, fare 50 cts., population 1,500.
 Grand Manan, Charlotte Co., distant from St. Andrews 50 miles, fare 2.00, population 1,500.

Grand River, Victoria Co., distant from Grand Falls 13 miles, fare 50 cts., population 200.
 Great Shemogue, Westmorland Co., distant from Shediac 22 miles, fare 2.00, population 300.
 Greenfield, Carleton Co., distant from Woodstock 28 miles, fare 1.50, population 100.
 Green Head, St. John Co., distant from St. John ——— population 75.
 Green point, Gloucester Co., distant from Chatham 60 miles, fare 3.00 population 300.
 Green River, Victoria Co., distant from Grand Falls 28 miles, fare 1.25 population 700.
 Greenwich Hills, Kings Co., distant from St. John 19 miles, fare 1.00, population 150.
 Grindstone Island, Albert Co., distant from St. John 85 miles, fare 4.00, population 50.
 Hamilton Mountain, Queens Co., distant from St. John 29 miles, fare 1.50, population 50.
 Hammond River, Kings Co., distant from St. John 17 miles, fare 1.00, population 300.
 Hampstead, Queens Co., distant from St. John 32 miles, fare 2.00, population 250.
 Hampton, Kings Co., distant from St. John 22 miles, fare 66 cts., population 250.
 Hampton Ferry, Kings Co., distant from St. John 22 miles, fare 66 cts., population 160.
 Hamptown, York Co., distant from Fredericton 14 miles, fare 75 cts., population 150.
 Hanwell, York Co., distant from Fredericton 8 miles, fare 50 cts., population 300.
 Harcourt, Kent Co., distant from St. John 94 miles, fare 5.00, population 150.
 Hardwicke, Northumberland Co., distant from Shediac 50 miles, fare 3.00, population 75.
 Harewell, Westmorland Co., distant from Salisbury Corner 13 miles, fare 1.00, population 50.
 Hartland, Carleton Co., distant from Woodstock 12 miles, fare 75 cts., population 400.
 Harvey, York Co., distant from St. John 66 miles, fare 2.35, population 200.
 Harvey Corner, Albert Co., distant from St. John 81 miles, fare 4.00, population 150.
 Head of Millstream, Kings Co., distant from St. John 50 miles, fare 2.50, population 400.
 Head of Ridge, Westmorland Co., distant from Petitcodiac, 15 miles, fare 1.00, population 175.
 Head of Tide, Restigouche Co., distant from Campbellton 5 miles, fare 30 cts., population 125.
 Hebron, Albert Co., distant from Penobsquis 32 miles, fare 1.50, population 60.
 Herlot, York Co., distant from St. John 76 miles, fare 4.00, population 40.
 Heron Island, Restigouche Co., distant from Newmills 2 miles, fare 10 cts., population 60.

CRACKED CORN AND FEED MEAL, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

TORONTO FLOUR, FEED, AND PROVISION DEPOT, 28 BEDFORD ROW, HALIFAX, N. S.

JOSEPH CARMAN, IMPORTER CANADIAN AND AMERICAN PRODUCE, HALIFAX, N. S.

BRAN, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

Hillsborough, Albert Co., distant from Moncton 14 miles, fare 75 cts., population 900.
 Hillsdale, Kings Co., distant from St. John, 36 miles, fare 2.00, population 200.
 Hillside, Albert Co., distant from Elgin Corner 5 miles, fare 30 cts., population 50.
 Holmesville, Carleton Co., distant from Woodstock 35 miles, fare 1.50, population 300.
 Hopewell, Albert Co., distant from Dorchester 12 miles, fare 75 cts., population 150.
 Hopewell Cape, Albert Co., distant from Moncton 14 miles, fare 1.00, population 500.
 Hopewell Corner, Albert Co., distant from Salisbury 41 miles, fare 2.00, population 250.
 Hopewe Hill, Albert Co., distant from Dorchester 14 miles, fare 75 cts., population 500.
 Hoyt, Queens Co., fare 1.35.
 Huskisson, Kent Co., distant from Richibucto 22 miles, fare 1.00, population 20.
 Humphry, Westmorland Co., distant from St. John 91 miles, fare 2.73.
 Indian Island, Charlotte Co., distant from Eastport, Maine, 2 miles, fare 25 cts., population 75.
 Indiantown, Northumberland Co., distant from Newcastle 18 miles, fare 1.00, population 75.
 Indiantown, St. John Co., distant from St. John 2 miles, fare 5 cts., population 2,500.
 Intervale, Westmorland Co., distant from Petitcodiac 3 miles, fare 15 cts., population 75.
 Irishtown, Westmorland Co., distant from St. John 104 miles, fare 2.70, population 300.
 Irving Settlement, Albert Co., distant from Moncton 22 miles, fare 1.00, population 150.
 Jacksontown, Carleton Co., distant from Woodstock 8 miles, fare 50 cts., population 250.
 Jacksonville, Carleton Co., distant from Woodstock 4 miles, fare 20 cts., population 300.
 Jacquet River, Gloucester Co., distant from Moncton 157 miles, fare 4.20.
 Janeville, Gloucester Co., distant from Bathurst 12 miles, fare 50 cts., population 150.
 Jemseg, Queens Co., distant from Gagetown 3 miles, fare 10 cts., population 150.
 Jenkins, Queens Co., distant from St. John 51 miles, fare 2.00, population 100.
 Johnston, Queens Co., distant from St. John 48 miles, fare 1.50, population 100.
 Johnville, Carleton Co., distant from Woodstock 35 miles, fare 1.25, population 500.
 Jolicure, Westmorland Co., distant from Sackville 10 miles, fare 50 cts., population 250.
 Kars, Kings Co., distant from St. John 32 miles, fare 1.00, population 150.
 Keswick Ridge, York Co., distant from St. John 78 miles, fare 3.00, population 150.

TORONTO FLOUR, FEED, AND PROVISION DEPOT, 28 BEDFORD ROW, HALIFAX, N. S.

JOSEPH CARMAN, PRODUCE MERCHANT AND INSURANCE AGENT, 28 BEDFORD ROW, HALIFAX, N. S.

JOSEPH CARMAN, PRODUCE MERCHANT AND INSURANCE AGENT, 28 BEDFORD ROW, HALIFAX, N. S.

King Settlement, York Co., distant from St. John 73 miles, fare 3.00 population 100
 Kingston, Kent Co., distant from St. John 143 miles, fare 6.00, population 600.
 Kingston, Kings Co., distant from St. John 19 miles, fare 75 cts., population 500.
 Knowlesville, Carleton Co., distant from Woodstock 27 miles, fare 1.00, population, 200.
 Knoxville, Carleton Co., distant from Woodstock 24 miles, fare 1.00, population 25.
 Kouchibauguac, Kent Co., distant from Chatham 33 miles, fare 1.25, population 600.
 Lake District, Albert Co., distant from St. John 82½ miles, fare 4.00, population 50.
 Lakefield, Kings Co., distant from St. John 34 miles, fare 1.25, population 100.
 Lake George, York Co., distant from Fredericton 30 miles, fare 3.75, population 100.
 Lake (the), Kent Co., distant from Shediac 56 miles, fare 3.75, population 100.
 Lakeville, Carleton Co., distant from Woodstock, 18 miles, fare 75 cts., population 150.
 Lakeville Corner, Sunbury Co., distant from St. John 67 miles, fare 3.00, population 2.50.
 Lamecque, Gloucester Co., distant from Shippigan 10 miles, fare 40 cts., population 250.
 Lancaster, St. John Co., distant from Fairville 2 miles, fare 10 cts., population 200
 Lawrence, Charlotte Co., distant from St. Stephen 21 miles, fare 75 cts., population 100.
 Ledge, Charlotte Co., distant from St. John 75 miles, fare 3.00, population 300.
 Lepreaux, Charlotte Co., distant from St. John 25 miles, fare 1.00, population 200.
 L'Etang, Charlotte Co., distant from St. George, 27 miles, fare 1.25, population 50.
 L'Etete, Charlotte Co., distant from St. George 9 miles, fare 30 cts., population 200.
 Lewis Mountain, Westmorland Co., distant from Petitcodiac, 10 miles, fare 40 cts., population 120.
 Lewisville, Westmorland Co., distant from St. John, 91 miles, fare 2.50, population 150.
 Lincoln, Sunbury Co., distant from Oronocto 4 miles, fare 15 cts., population, 250.
 Lindsay's, Carleton Co., distant from Woodstock 10 miles, fare 40 cts., population, 370.
 Linton, Sunbury Co., distant from St. John 75 miles, fare 3.00, population 100.
 Little Buctouche, Kent Co., distant from Shediac 9 miles, fare 30 cts., population 400.
 Little Cape, Westmorland Co., distant from Bay Verte 17 miles, fare 75 cts., population 150.
 Little River, Albert Co., distant from Salisbury 5 miles, fare 25 cts., population 300

BARLEY, BARLEY, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

TORONTO FLOUR, FEED, AND PROVISION DEPOT, 28 BEDFORD ROW, HALIFAX, N. S.

JOSEPH CARMAN, IMPORTER CANADIAN AMERICAN PRODUCE, 28 BEDFORD ROW, HALIFAX, N. S.

- Little River, Kings Co., distant from Ossekeag 9 miles, fare 40 cts., population 250.
- Little River, Sunbury Co., distant from St. John 75 miles, fare 3.00, population 250.
- Little Rocher, Albert Co., distant from St. John 85 miles, fare 4.00, population 250.
- Little Shemogue, Westmorland Co., distant from Shediac 24 miles, fare 2.00, population 300.
- Little South West, Northumberland Co., distant from Newcastle 20 miles, fare 1.00, population 200.
- Loch Lomond, St. John Co., distant from St. John 10 miles, fare 40 cts., population 200.
- Londonderry, Kings Co., distant from St. John 45 miles, fare 2.00, population 200.
- Long Creek, Queens Co., distant from St. John 56 miles, fare 2.25, population 100.
- Long Point, Kings Co., distant from St. John 27 miles, fare 1.00, population 150.
- Long Beach, Kings Co., distant from St. John 26 miles, fare 1.00, population 300.
- Long Settlement, Carleton Co., distant from Woodstock 18 miles, fare 1.00, population 100.
- Louisville, Kent Co., distant from Point Duchene 50 miles, fare 2.50, population 120.
- Lower Bartibog, Northumberland Co., distant from Chatham 9 miles, fare 50 cts., population 150.
- Lower Brighton, Carleton Co., distant from Woodstock 6 miles, fare 25 cts., population 250.
- Lower Canterbury, York Co., distant from Fredericton 44 miles, fare 2.00, population 100.
- Lower Cape, Albert Co., distant from St. John, 94½ miles, fare 4.00, population 150.
- Lower Cape, Kent Co., distant from Richibucto 3 miles, fare 10 cts., population 150.
- Lower Coverdale, Albert Co., distant from Moncton 4 miles, fare 15 cts., population 150.
- Lower French Village, York Co., distant from Fredericton 9 miles, fare 50 cts., population 250.
- Lower Haynesville, York Co., distant from St. John 88 miles, fare 4.00, population 100.
- Lower Hillsborough, Albert Co., distant from St. John 108 miles, fare 5.00, population 50.
- Lower Line Queensbury, York Co., distant from St. John 80 miles, fare 3.50, population 150.
- Lower Newcastle, Northumberland Co., distant from Newcastle 12 miles, fare 50, population 250.
- Lower Peel, Carleton Co., distant from Woodstock 18 miles, fare 75 cts., population 100.
- Lower Rockmouche, Gloucester Co., distant from Shediac 150 miles, fare 7.50, population 250.
- Lower Prince William, York Co., distant from Fredericton 21 miles, fare 1.00 population 400.

OATS, OATS, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

OIL CAKE, OIL CAKE, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

- Lower Queensbury, York Co., distant from St. John 85 miles, fare 4.00, population 150.
- Lower Southampton, York Co., distant from Woodstock 26 miles, fare 1.00, population 200.
- Lower Turtle Creek, Albert Co., distant from Salisbury 12 miles, fare 50 cts., population 100.
- Lower Village, Kent Co., distant from Kingston 6 miles, fare 25 cts., population 250.
- Lower Wakefield, Carleton Co., distant from Woodstock 5 miles, fare 25 cts., population 200.
- Lower Woodstock, Carleton Co., distant from Woodstock 7 miles, fare 25 cts., population 500.
- Ludlow, Northumberland Co., distant from Fredericton 50 miles, fare 250, population 100.
- Lutz Mountain, Westmorland Co., distant from Moncton 15 miles, fare 50 cts., population 300.
- Lynfield, Carleton Co., distant from St. Stephen 13 miles, fare 50 cts., population 200.
- McAdam Junction, York Co., distant from St. John 85 miles, fare 3.00, population 400.
- McCain Settlement, Kings Co., distant from Sussex Vale 3 miles, fare 15 cts., population 75.
- McDonald Corner, Queens Co., distant from Lower Musquash 7 miles, fare 25 cts., population 100.
- McDonald Point, Queens Co., distant from Wickham 6 miles, fare 75 cts., population 200.
- McKenzie's Corner, Carleton Co., distant from Woodstock 9 miles, fare 40 cts., population 350.
- McLaughlin Road, Kent Co., distant from Moncton 15 miles, fare 75 cts., population 200.
- McLeod Hill Settlement, York Co., distant from Fredericton 3 miles, fare 10 cts., population 80.
- Mace's Bay, Charlotte Co., distant from St. John 30 miles, fare 1.25 population 100.
- Moctaquack, York Co., distant from Fredericton 15 miles, fare 50 cts., population 120.
- Madisco, Gloucester Co., distant from Bathurst 12 miles, fare 50 cts., population 300.
- Magaguadavic, York Co., distant from St. John 76 miles, fare 2.70.
- Magundy, York Co., distant from Fredericton 33 miles, fare 1.50, population 150.
- Mammel, Albert Co., distant from Hopewell Cape 14 miles, fare 50 cts., population 100.
- Menver Sutton, York Co., distant from Harvey 3 miles, fare 10 cts., population 250.
- Maple Green, Restigouche Co., distant from Dalhousie 8 miles, fare 40 cts., population 100.
- Mapleton, Albert Co., distant from Petitcodiac 12 miles, fare 50 cts., population 60.
- Maquapit Lake, Sunbury Co., distant from Sheffield 5 miles, fare 25 cts., population 100.

TORONTO FLOUR, FEED, AND PROVISION DEPOT, 28 BEDFORD ROW, HALIFAX, N. S.

OIL CAKE, OIL CAKE, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

OATS, OATS, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

MIDDLEBURY, MIDDLEBURY, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

- Markhamsville, Kings Co., distant from Sussex Vale 11 miles, fare 50 cts., population 100.
- Mary's Point, Albert Co., distant from Harvey Corner 3 miles, fare 15 cts., population 50.
- Marysville, York Co., distant from Fredericton 3 miles, fare 10 cts., population 300.
- Mascarene, Charlotte Co., distant from St. Andrews 9 miles, fare 35 cts., population 200.
- Maudsley, York Co., distant from St. Andrews 45 miles, fare 2.00 population 20.
- Maugerville, Sunbury Co., distant from Waasis 6 miles, fare 25 cts., population 300.
- Meadow Brook, distant from St. John 102 miles, fare 3.00,
- Meadows, Northumberland Co., distant from Red Bank 2 miles, fare 10 cts., population 60.
- Mechanic's Settlement, Kings Co., distant from Penobsquis 11 miles, fare 50 cts., population 250.
- Memramcook, Westmorland Co., distant from St. John 109 miles, fare 3.03, population 1,000.
- Middle Coverdale, Albert Co., distant from Salisbury 12 miles, fare 50 cts., population 100.
- Middle River, Gloucester Co., distant from Bathurst 6 miles, fare 25 cts., population 125.
- Middle Simonds Carleton Co., distant from Woodstock 17 miles, fare 75 cts., population 450.
- Middle Southampton, York Co., distant from Woodstock 20 miles, fare 1.00, population 200.
- St. Francis, Victoria Co., distant from River du Loup 98 miles, fare 5.00, population 60.
- Middleton, Westmorland Co., distant from Sackville 14 miles, fare 50 cts., population 50.
- Midgie, Westmorland Co., distant from Sackville 10 miles, fare 50 cts., population 200.
- Mill Cove, Queens Co., distant from Jemseg 7 miles, fare 30 cts., population 50.
- Mill Creek, Kent Co., distant from Buctouche 7 miles, fare 25 cts., population 100.
- Milledgeville, St. John Co., distant from St. John 4 miles fare 20 cts., population 300.
- Millstream, Kings Co., distant from St. John 47 miles, fare 2.00 population 400.
- Milltown, Charlotte Co., distant from St. John 87 miles, fare 4.00 population 2,000.
- Millville, York Co., distant from Fredericton 30 miles, fare 1.25, population 300.
- Miramichi, Northumberland Co., distant from Moncton 78 miles, fare 2.35.
- Miscou, Gloucester Co., distant from Chatham 90 miles, fare 4.00 population 250.
- Mispec, St. John Co., distant from St. John 10 miles, fare 50 cts., population 200.

CANVASED BACON AND SHOULDERS, ETC., AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

NORTH BRITISH CONDIMENT, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

- Mobannas, Charlotte Co., distant from Upper Mills 3 miles, fare 10 cts., population 100.
- Molus River, Kent Co., distant from Richibucto 15 miles, fare 70 cts., population 150.
- Moncton, Westmorland Co., distant from St. John 89 miles, fare 2.67, population 4,810.
- Monument Settlement, Carleton Co., distant from Woodstock 12 miles, fare 50 cts, population 150.
- Moore's Mills, Charlotte Co., distant from St. Stephen 8 miles, fare 25 cts., population 300.
- Moose Path, St. John Co., distant from St. John 3 miles, fare 9 cts., Musquito Cove, St. John Co., distant from Fairville $\frac{1}{2}$ mile, fare 5 cts., population 75.
- Mountain Brook, Restigouche Co., distant from Eel River 4 miles, fare 15 cts., population 125.
- Mount Whatley, Westmorland Co., distant from Sackville 8 miles, fare 50 cts., population 125.
- Mouth of Jemseg, Queens Co, distant from St. John 43 miles, fare 1.00, population 150.
- Mouth of Keswick, York Co, distant from St. John 75 miles, fare 2.00, population 150.
- Mouth of Geresip, St. John Co., distant from St. John 14 miles, fare 50 cts., population 200.
- Murray's Corners, Westmorland Co., distant from St John 162 miles, fare 7.00, population 200.
- Musquash, St. John Co., distant from St, John 14 miles, 70 cts., population 200.
- Muzerall Point, Kent Co., distant from Richibucto 26 miles, fare 1.00, population 100.
- Mackawick, York Co., distant from St. John 99 miles, fare 4.00 population 150.
- Nappan, Northumberland Co., distant from Chatham 3 miles, fare 20 cts., population 150.
- Narrows, Queens Co., distant from St. John 42 miles, fare 4.25, population 150.
- Nash's Creek, Restigouche Co., distant from New Mills $3\frac{1}{2}$ miles, fare 15 cts., population 100.
- Nashwaak, York Co., distant from St. John 80 miles, fare 3.50 population 250.
- Nashwaaksis, York Co., distant from St. John 59 miles, fare 3.00, population 200.
- Nashwaak Village, York Co., distant from Fredericton 9 miles, fare 50 cts., population 150.
- Neguac (Lower), Northumberland Co., distant from Chatham 92 miles, fare 1 50, population 150.
- Neguac (Upper), Northumberland Co., distant from Chatham 25 miles, fare 1.00, population 200.
- Nelson, Northumberland Co., distant from Chatham 7 miles, fare 30 cts., population 600.
- Nepisiguit, Gloucester Co., distant from Chatham 48 miles, fare 2.00, population 300.

NORTH BRITISH CONDIMENT, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

POOR JOWLS, PIGS' FEET, ETC., AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

CANVASED BACON AND SHOULDERS, ETC., AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

JOSEPH CARMAN, IMPORTER CANADIAN AND AMERICAN PRODUCE, 28 BEDFORD ROW, HALIFAX, N. S.

Nerepis, Kings Co., distant from St. John 19 miles, fare 70 cts., population 150.
 New Bandon, Gloucester Co., distant from Bathurst 20 miles, fare 75 cts., population 125.
 Newburgh, Carleton Co., distant from Woodstock 6 miles, fare 60 cts., population 300.
 New Canaan, Queens Co., distant from St. John 77 miles, fare 3.50, population 150.
 Newcastle, Northumberland Co., distant from St. John 156 miles, fare 7.25, population 1,500.
 Newcastle Bridge, Queens Co., distant from St. John 44 miles, fare 200, population 200.
 Newcastle Creek, Queens Co., distant from St. John 70 miles, fare 3.00, population 300.
 New Horton, Albert Co., distant from St. John 84 miles, fare 4.25, population 150.
 New Ireland, Albert Co., distant from St. John 70 miles, fare 3.30, population 150.
 New Ireland Road, Albert Co., distant from St. John 65 miles, fare 2.75, population 150.
 New Jersalem, Queens Co., population 250.
 New Maryland, York Co., distant from St. John 31 miles, fare 1.25, population 400.
 New Mills, Restigouche Co., distant from Campbelltown 15 miles, fare 45 cts., population 200.
 New River, Charlotte Co., distant from Dalhousie 14 miles, fare 70 cts., population 100.
 Newton, Kent Co., distant from St. John 33 miles, fare 1.50, population 100.
 Newton, Kings Co., distant from Richibucto 22 miles, fare 1.00, population 300.
 New Zealand, York Co., distant from St. John 55 miles, fare 3.00, population 250.
 Northampton, Carleton Co., distant from Woodstock 8 miles, fare 50 cts., population 250.
 North Esk Boom, Northumberland Co., distant from Newcastle 7 miles, fare 50 cts., population 500.
 North Esk Mill Stream, Northumberland Co., distant from Newcastle 80 miles, fare 4.00, population 30.
 Northfield, Sunbury Co., distant from St. John 75 miles, fare 3.75, population 200.
 North Forks, Sunbury Co., distant from St. John 78 miles, fare 3.50, population 150.
 North Joggins, Westmorland Co., distant from St. John 142 miles, fare 6.00, population 150.
 North Lake, York Co., distant from Woodstock 50 miles, fare 2.50, population 400.
 North River, Westmorland Co., distant from Salisbury 3 miles, fare 15 cts., population 200.
 North River Platform, Westmorland Co., distant from St. John 72 miles, fare 2.00, population 100.

FIRE AND MARINE RISKS TAKEN, JOSEPH CARMAN, AGENT, 28 BEDFORD ROW, HALIFAX, N. S.

CANADIAN CHOPPED FEED, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

Norton, Kings Co., distant from St. John 33 miles, fare 99 cts., population 100.	
Norton Station, Kings Co., distant from St. John 33 miles, fare 80 cts., population 300.	
Oak Bay, Charlotte Co., distant from St. John 78 miles, fare 3.75, population 750.	
Oak Hill, Charlotte Co., distant from St. Andrews, 26 miles, fare 1.25, population 300.	
Oak Point, Kings Co., distant from St. John 25 miles, fare 50 cts., population 150.	
Oak Point, Northumberland Co., distant from Newcastle 17 miles, fare 50 cts., population 100.	
Oromocto South Branch, Sunbury Co., distant from St. John 35 miles, fare 1.50, population 600.	
Oromocto Village, Sunbury Co., distant from St. John 54 miles, fare 2.25, population 400.	
Ossekeag, Kings Co., distant from St. John 22 miles, fare 70 cts., population 300.	
Otnabog, Queens Co., distant from St. John 41 miles, fare 1.75 population 100.	
Oxford Cove, Northumberland Co., distant from Newcastle 3 miles, fare 10 cts., population 40.	
Painsee Junction, Westmorland Co., distant from St. John 99 miles, fare 2.91, population 50.	
Passekeag, Kings Co., distant from St. John 26 miles, fare 78 cts., population 150.	
Pennfield, Charlotte Co., distant from St. George 6 miles, fare 25 cts., population 600.	
Pennfield Ridge, Charlotte Co., distant from St. George 8 miles, fare 35 cts., population 25.	
Penobsquis, Kings Co., distant from St. John 51 miles, fare 1.53, population 400.	
Perth, Victoria Co., distant from Woodstock 45 miles, fare 2.00, population 500.	
Peter's River, Gloucester Co., distant from Bathurst Village 5 miles, fare 25 cts., population 50.	
Petersville, Queens Co., distant from St. John 28 miles, fare 1.25, population 200.	
Petersville Church, Queens Co., distant from St. John 28 miles, fare 1.00, population 209.	
Petecodiace, Westmorland distant from St. John 66 miles, fare 1.98, population 400.	
Petip Rocher, Gloucester, distant from Cambelltown 62 miles, fare 1.37, population 250.	
Pisarinco, St. John Co., distant from St. John 14 miles, fare 50 cts., population 200.	
Pleasant Ridge, Charlotte Co. distant from St. Stephen 24 miles, fare 1.50, population 250	
Pleasant Vale, Albert Co., distant from Elgin Corner 3 miles, fare 10 cts., population 150.	
Plumweseeep, Kings Co., distant from St. John 49 miles, fare 1.41, population 50.	

LOUR, OATMEAL, CORN MEAL, AT JOSEPH CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

CANADIAN CHOPPED FEED, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

FIRE AND MARINE RISKS TAKEN, JOSEPH CARMAN, AGENT, 28 BEDFORD ROW, HALIFAX, N. S.

BACON, HAMS, SHOULDERS, AT CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

Pockmouche, Gloucester Co., distant from Shippigan 6 miles, fare 30 cts., population 800
 Pockshaw, Gloucester Co., distant from Bathurst 23 miles, fare 1.00, population 600.
 Point Du Bute, Westmorland Co., distant from Sackville 5 miles, fare 30 cts., population 250.
 Point Du Chene, Westmorland Co., distant from St. John 108 miles, fare 3.00, population 150.
 Point La Nim, Restigouche Co., distant from Dalhousie 2½ miles, fare 15 cts., population 150.
 Point Pleasant, St. John Co., distant from St. John 1 mile, fare 10 cts., population 300.
 Point Sapin, Kent Co., distant from Richibucto 28 miles, fare 1.25, population 150.
 Point Wolfe, Albert Co., distant from St. John 75 miles, fare 3.50, population 150.
 Pollett River, Westmorland Co., distant from St. John 71 miles, fare 2.13, population 250.
 Pomeroy Ridge, Charlotte Co., distant from St. Stephen 8 miles, fare 50 cts., population 200.
 Poodioe, Kings Co., distant from Sussex 9 miles, fare 50 cts., population 100.
 Poquioek, York Co., distant from Fredericton 39 miles, fare 2.00 population 150.
 Portague River, Northumberland Co., distant from Chatham 42 miles, fare 2.00, population 100.
 Port Elgin, Westmorland Co., distant from Sackville 20 miles, fare 1.25, population 150.
 Portland, St. John Co., distant from St. John, 2 miles, fare 10 cts., population 1,300.
 Prince of Wales, St. John Co., distant from St. John 11 miles, fare 50 cts., population 100.
 Prince William, York Co., distant from St. John 72 miles, fare 2.45, population 200.
 Pulrang Settlement, Kent Co., distant from Shediac 31 miles, fare 1.25, population 50.
 Quaco, St. John Co., distant from St. John 30 miles, fare 1.00, population 1,000.
 Quaco Head, St. John, distant from St. John 30 miles, fare 1.00, population 20.
 Quaco Road, St. John Co., distant from St. John 19 miles, fare 75 cts., population 300.
 Quispamisis, Kings Co., distant from St. John 13 miles, fare 39 cts., population 25.
 Rankins Mills, Carleton Co., distant from St. John 109 miles, fare 5.00, population 200.
 Ratters Corner, Kings Co., distant from St. John 52 miles, fare 2.00, population 150.
 Red Bank, Northumberland Co., distant from Newcastle 14 miles, fare 50 cts., population 175.
 Red Pine, Northumberland Co., distant from Moncton, 109 miles, fare 3.27, population 200.

PORK JOWLS, PIGS, FEET, ETC., AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

FLOUR, OATMEAL, CORNMEAL, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

Renous River, Northumberland Co., distant from Newcastle 18 miles, fare 1.00, population 200.
 Richibucto, Kent Co., distant from Chatham 39 miles, fare 1.25, population 800.
 Richmond, Carleton Co., distant from Houlton, Me. 5 miles, fare 20 cts., population 200.
 Ridge, Albert Co., distant from St. John 85 miles, fare 4.00, population 30.
 River Charle, Restigouche Co., distant from St. John 277 miles, fare 14.00, population 275.
 River Louison, Restigouche Co., distant from Bathurst 33 miles, fare 1.50, population 160.
 Riverside, Albert Co., distant from St. John 115 miles, fare 6.00, population 50.
 Robichaud Settlement, Kent Co., distant from Shediac 24 miles, fare 1.00, population 50.
 Rockland, Westmorland Co., distant from St. John 120 miles, fare 5.00, population 100.
 Rockport, Westmorland Co., distant from St. John 140 miles, fare 6.00, population 100.
 Rockville, Kings Co., distant from Sussex Vale 5 miles, fare 20 cts., population 150.
 Roix Road, Charlotte Co., distant from St. Andrews 15 miles, fare 75 cts., population 25.
 Rolling Dam, Charlotte Co., distant from St. Andrews 20 miles, fare 50 cts., population 500.
 Rosebank, Northumberland Co., distant from Newcastle 2 miles, fare 10 cts., population 50.
 Rosehill, Gloucester Co., distant from Bathurst 7 miles, fare 30 cts., population 25.
 Rosevale, Albert Co., distant from St. John 96 miles, fare 4.50, population 100.
 Rothsay, Kings Co., distant from St. John 9 miles, fare 27 cts., population 150.
 Round Hill, Kings Co., distant from St. John 23 miles, fare 50 cts., population 300.
 Roxburgh, Albert Co., distant from St. John 60 miles, fare 2.75, population 150.
 Royal Road, York Co., distant from St. John 70 miles, fare 3.00, population 200.
 Russagornis, Sunbury Co., distant from St. John 50 miles, fare 1.50, population 200.
 Sackville, Westmorland Co., distant from St. John 128 $\frac{3}{4}$ miles, fare 3.60, population 1,500.
 Salamanca, York Co., distant from Fredericton 1 mile, fare 10 cts., population 400.
 Salem, Albert Co., distant from Hillsborough 3 miles, fare 10 cts., population 150.
 Salisbury, Westmorland Co., distant from St. John 76 miles, fare 2.28, population 300.
 Salmon Beach, Gloucester Co., distant from Bathurst 8 miles, fare 35 cts., population 150.

NORTH BRITISH CONDIMENT, AT JOSEPH CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

POUR JOWIS, PIGS' FEET, ETC., AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

POUR JOWIS, PIGS' FEET, ETC., AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

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OATS, OATS, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

Salmon Creek, Queens Co., distant from St. John 52 miles, fare 2.00, population 100.
 Salmon Creek, Sunbury and Queens Co., distant from St. John 78 miles, fare 3.00, population 200.
 Salmon River, Albert Co., distant from St. John 72 miles, fare 3.25, population 250.
 Salmon River, St. John Co., distant from St. John 41 miles, fare 2.00, population 150.
 Salt Springs, Kings Co., distant from St. John 27 miles, fare 1.00, population 150.
 Scotch Corner, Carleton Co., distant from Richmond 1 mile, fare 5 cts., population 250.
 Scotch Ridge, Charlotte Co., distant from St. Stephen 10 miles, fare 50 cts., population 200.
 Scotchtown, Queens Co., distant from St. John 53 miles, fare 2.00, population 150.
 Second Falls, Charlotte Co., distant from St. George 9 miles, fare 50 cts., population 500.
 Seeley's Mills, Kings Co., distant from Sussex Vale 8 miles, fare 30 cts., population 650.
 Shanklin, St. John Co., distant from Quaco 3 miles, fare 10 cts., population 100.
 Shediac, Westmorland Co., distant from St. John 106 miles, fare 3.00, population 500.
 Shediac Road, Westmorland Co., distant from St. John 3 miles, fare 15 cts., population 150.
 Sheffield, Sunbury Co., distant from St. John 64 miles, fare 1.00, population 150.
 Shepody Road, Kings Co., distant from St. John 50 miles, fare 2.00, population 200.
 Shiketchawk, Carleton Co., distant from Woodstock 26 miles, fare 125, population 150.
 Shippigan, Gloucester Co., distant from Bathurst 60 miles, fare 2.50, population 500.
 Silverstream, Victoria Co., distant from River Du Loup 72 miles, fare 3.00, population 150.
 Smith's, Westmorland Co., distant from Shediac 2 miles, fare 10 cts., population 150.
 Smith's Creek, Kings Co., distant from St. John 53 miles, fare 2.50, population 200.
 Smithtown, Kings Co., distant from St. John 29 miles, fare 1.00, population, 150.
 Somerville, Carleton Co., distant from Woodstock 15 miles, fare 75 cts., population 100.
 Southampton, York Co., distant from Woodstock 20 miles, fare 1.00 population 300.
 South Bay, St. John Co., distant from St. John 6 miles, fare 30 cts., population 200.
 South Branch, Kings Co., distant from Penobsquis 6 miles, fare 30 cts., population 200.
 South Stream, St. John Co., distant from Quaco 11 miles, fare 50 cts., population 200.
 Spragg's Point, King's Co., distant from St. John 43 miles, fare 2.00, population 250.

EMPIRE FIRE AND MARINE INSURANCE INCORPORATION, JOSEPH CARMAN, AGENT, HALIFAX, N. S.

PORK, JOWLS, PIGS' FEET, ETC., J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

Springfield, Kings Co., distant from St. John 40 miles, fare 4.50, population 300.	
Springhill, York Co., distant from St. John 69 miles, fare 1.75, population 250.	
Spruce Lake, St. John Co., distant from St. John 12 miles, fare 50 cts., population 100.	
Spurr's Cove, St. John Co., distant from Fairville 1 mile, fare 5 cts., population 350.	
St. Andrews, Charlotte Co., distant from St. John 66 miles, fare 4.00, population 1800.	
St. Ann, Gloucester Co., distant from Bathurst 3 miles, fare 10 cts., population 50.	
St. Basil, Victoria Co., distant from Grand Falls, 20 miles, fare 75 cts., population 1400.	
St. Croix, York Co., distant from St. John 88 miles fare 2.60, population 100.	
St. George, Carleton, Co., distant from, St. John 45 miles, fare 2.00 population 600.	
St. John, St. John Co., distant from Halifax via. Steamer Empress and W. & A. R. 190 miles, fare 5.00, return tickets 7.50, via. Intercolonial Rail 276 miles, fare 6.00, return ticket 9.00. Fare from St. John to Boston (E. N. A. R. R.) 9.00, to Portland 7.75, to Montreal 13.00, to Fredericton 2.00, to Woodstock 3.50, to Houlton 3.50, to St. Stephen 3.00 to St. Andrews 3.00, to Bangor 5.40. Population about 40,000.	
St. Joseph, Westmorland Co., distant from St. John 111 miles, fare 5.00, population 400.	
St. Leonard, Victoria Co., distant from St. John 210 miles, fare 10.00, population 300.	
St. Louis, Kent Co., distant from St. John 150 miles, fare 5.50, population 600.	
St. Mary's, Gloucester Co., distant from Lamecque 6 miles, fare 25 cts., population 100.	
St. Mary's Ferry, York Co., distant from St. John, 66 miles,, fare 3.00, population 150.	
St. Patrick, Charlotte Co., distant from St. George 14 miles, fare 1.00, population 250.	
St. Peters, Gloucester Co., distant from Chatham 45½ miles, fare 2.00, population 600.	
St. Stephen, Charlotte Co., distant from Woodstock 85 miles, fare 2.00, population 300.	
Stanley, York, Co., distant from St. John 91 miles, fare 4.00, population 150.	
Starkeys, Queens Co., distant from St. John 53 miles, fare 2.50, population 100.	
Steeves Mountain, Westmorland Co., distant from St. John 103 miles, fare 3.20, population 100.	
Steeves Settlement, Westmorland Co., distant from Head of Ridge 2 miles, fare 7 cts., population 125.	
Stony Creek, Albert Co., distant from St. John 96 miles, fare 4.75, population 150.	
Summerhill, Queens Co., distant from St. John 31 miles, fare 1.50, population 100.	

MIDDLEBINGS, MIDDLEBINGS, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

FORK, JOWLS, PIGS' FEET, ETC., J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

EMPIRE FIRE AND MARINE INSURANCE INCORPORATION, JOSEPH CARMAN, AGENT, HALIFAX, N. S.

BACON, HAMS, AND SHOULDERS, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

Sussex Corner, Kings Co., distant from Sussex Vale 2 miles, fare 10 cts., population 300.
 Sussex Portage, Kings Co., distant from St. John 63 miles, fare 3.00, population 150.
 Sussex Vale, King's Co., distant from St. John 44 miles, fare 1.32, population 400.
 Sutton, St. John Co., distant from St. John 15 miles, fare 75 cts., population 130.
 Swan Creek Sunbury Co., distant from Waasis 8 miles, fare 35 cts.,
 Sybers's Cave, Queens Co., distant from St. John 64 miles, fare 75 cts., population 100.
 Tabusintac, Northumberland Co., distant from Chatham 39 miles fare 1.50, population 400.
 Taxes River, York Co., distant from St. John 110 miles, fare 4.95 population 50.
 Taylor Village, Westmorland Co., distant from St. John 115 miles, fare 4.00, population 100.
 Tay Mills, York Co., distant from Shediac 80 miles, fare 3.75, population 300.
 Tedish, Westmorland Co., distant from Shediac 17 miles, fare 1.50, population 200.
 Temperance Vale, York Co., distant from Fredericton 36 miles, fare 1.50, population 50.
 Tenant's Cove, Kings Co., distant from St. John 29 miles, fare 60 cts., population 200.
 Tete A Gouche (North), Gloucester Co., distant from Chatham 48 miles, fare 2.25, population 200.
 Tete A Gouche (South), Gloucester Co., distant from Chatham 48 miles, fare 2.00, population 250.
 The Range, Queens Co., distant from St. John 80 miles, fare 4.00, population 150.
 Thornetown, Queens Co., distant from St. John 50 miles, fare 2.50, population 150.
 Torryburn, St. John Co., distant from St. John 6 miles, fare 18 cts.
 Three Tree Creek, Sunbury Co., distant from St. John 45 miles, fare 1.35.
 Tidnish, Westmorland Co., distant from St. John 149 miles, fare 4.65, population 150.
 Titusville, Kings Co., distant from St. John 25 miles, fare 1.00, population 100.
 Tower Hill, Charlotte Co., distant from St. Stephen 9 miles, fare 50 cts., population 250.
 Tracadie, Gloucester Co., distant from Chatham 52 miles, fare 2.50, population 1200.
 Tracy's Mills, Sunbury Co., distant from St. John 49 miles, fare 1.75, population 250.
 Trout Brook, Kent Co., distant from Richibucto 30 miles, fare 1.25, population 110.
 Turtle Creek, Albert Co., distant from St. John 86 miles, fare 4.25, population 150.
 Tweedside, York Co., distant from St. John 70 miles, fare 3.50, population 150.

LAND, BUTTER, ETC., AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

CRACKED CORN AND FEED MEAL, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

- Tynemouth, St. John Co., distant from St. John 27 miles, fare 1.00, population 150.
- Undine, Victoria Co., distant from Grand Falls 10 miles, fare 40 cts., population 150.
- Upham, Kings Co., distant from St. John 30 miles, fare 1.20, population 800.
- Upham Vale, Kings Co., distant from St. John 40 miles, fare 1.75.
- Upper Bay Du Vin, Northumberland Co., distant from St. John 200 miles, fare 10.00, population 200.
- Upper Bucotuche, Kent Co., distant from Buctouche 9 miles, fare 50 cts., population 100.
- Upper Cape, Westmorland Co., distant from Sackville 26 miles, fare 1.00, population 500.
- Upper Gagetown, Queens Co., distant from St. John 59 miles, fare 2.50, population 75.
- Upper Greenwich, Kings Co., distant from St. John 32 miles, fare 60 cts., population 200.
- Upper Haynesville, York Co., distant from St. John 90 miles, fare 4.00, population 100.
- Upper Kent, Carleton Co., distant from Woodstock 38 miles, fare 1.25, population 250.
- Upper Keswick, York Co., distant from St. John 30 miles, fare 1.25, population 150.
- Upper Keswick Ridge, York Co., distant from St. John 81 miles, fare 4.00, population 100.
- Upper Kingsclear, York Co., distant from St. John 79 miles, fare 2.25, population 150.
- Upper Loch Lomand, St. John Co., distant from St. John 16 miles, fare 75 cts., population 150.
- Upper Magaguadavic, York Co., distant from St. John 72½ miles, fare 2.20, population 160.
- Upper Maugerville, Sunbury Co., distant from St. John 76 miles, fare 1.25, population 150.
- Upper Mills, Charlotte Co., distant from St. Stephen 7 miles, fare 30 cts., population 200.
- Upper Nelson, Northumberland Co., distant from Nelson 10 miles, fare 50 cts., population 250.
- Upper New Horton, Albert Co., distant from St. John 84 miles, fare 4.00, population 100.
- Upper Peel, Charlotte Co., distant from Woodstock 22 miles, fare 1.00, population 100.
- Upper Queensbury, York Co., distant from St. John 95 miles, fare 4.50, population 200.
- Upper Sackville, Westmorland Co., distant from St. John 132 miles, fare 5.50, population 250.
- Upper Salmon River, Albert Co., distant from St. John 67 miles, fare 3.00, population 100.
- Upper Sheffield, Sunbury Co., distant from St. John 68 miles, fare 3.25, population 150.
- Upper Southampton, York Co., distant from Woodstock 14 miles, fare 1.00, population 250.

TORONTO FLOUR, FEED, AND PROVISION DEPOT, 28 BEDFORD ROW, HALIFAX, N. S.

CRACKED CORN AND FEED MEAL, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

LARD, BUTTER, ETC., AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

- Upper Wicklow, Carleton Co., distant from Woodstock 34 miles, fare 1.50, population 200.
- Upper Woodstock, Carleton Co., distant from St. John 132 miles, fare 5.50, population 400.
- Upsalquitch, Restigouche Co., distant from St. John 414 miles, fare 15.00, population 100.
- Victoria Corner, Carleton Co., fare 50 cts., population 350.
- Victoria Mills, Westmorland Co., distant from Petitecodiac 7 miles, fare 30 cts., population 100.
- Victoria Settlement, Sunbury Co., distant from St. John 82 miles, fare 4.00, population 150.
- Wasis, Sunbury Co., distant from Oromocto 5 miles, fare 20 cts., population 125.
- Wards Creek, Kings Co., distant from Sussex Vale 4 miles, fare 15 cts., population 150.
- Wards Creek Road, Kings Co., distant from Sussex Vale 50 miles, fare 1.30, population 50.
- Washademoak Queens Co., distant from St. John 55 miles, fare 2.00, population 250.
- Wassis, York Co., distant from Fredericton 10 miles, fare 40 cts.
- Waterborough, Queens Co., distant from St. John 60 miles, fare 2.50, population 100.
- Waterville, Carleton Co., distant from Woodstock 9 miles, fare 50 cts., population 500.
- Watson Settlement, Carleton Co., distant from Woodstock 11 miles, fare 50 cts., population 200.
- Watts Junction, Charlotte Co., distant from St. John 98 miles, fare 4.50, population 30.
- Waweig, Charlotte Co., distant from St. John 102 miles, fare 4.50, population 150.
- Websters Creek, Victoria Co., distant from St. John 266 miles, fare 10.00, population 100.
- Welsford, Queens Co., distant from St. John 25 miles, fare 90 cts., population 150.
- West Beach, St. John Co., distant from Black River 3 miles, fare 10 cts., population 100.
- West Branch Nicholas River, Kent Co., distant from St. John 140 miles, fare 6.00, population 200.
- Westfield, St. John Co., distant from St. John 15 miles, fare 60 cts., population 200.
- Westfield Station, Kings Co., distant from St. John 11 miles, fare 50 cts., population 300.
- West Glassfield, Carleton Co., distant from Woodstock 29 miles, fare 1.25, population 50.
- Westmorland Point, Westmorland Co., distant from St. John 130 miles, fare 3.65, population 100.
- West River, Albert Co., distant from St. John 88 miles, fare 4.00, population 30.
- Wheaton Settlement, Westmorland Co., distant from St. John 73 miles, fare 3.50, population 200.
- White Rapids, Northumberland Co., distant from Newcastle 19 miles, fare 1.75, population 30.

White's Cove, Queens Co., distant from St. John 50 miles, fare 2.00, population 200.
Wickham, Carleton Co., distant from Woodstock 14 miles, fare 50 cts., population 40.
Whickham, Queens Co., distant from St. John 32 miles, fare 1.25, population 250.
Wicklow, Carleton Co., distant from St. John 159 miles, fare 5.50, population 300.
Williamstown, Northumberland Co., distant from Newcastle 8 miles, fare 35 cts., population 150.
Willow Grove, St. John Co., distant from St. John 15 miles, fare 1.00, population 100.
Wilson's Beach, Charlotte Co., distant from St. John 50 miles, fare 2.00, population 500.
Windsor, Carleton Co., distant from Woodstock 22 miles, fare 1.00, population 200.
Wood Point, Westmorland Co., distant from St. John 133 miles, fare 5.00, population 150.
Woodstock, Carleton Co., distant from St. John 130 miles, fare 4.00, population 2,000.
Youghal, Gloucester Co., distant from Chatham 47 miles, fare 2.00, population 100.
Young's Cove, Queens Co., distant from St. John 64 miles, fare 3.25, population 200.

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St. John to any Office of the Western Union Telegraph Company in New Brunswick, Nova Scotia, or Cape Britain, 25 cents for 10 words, and 1 cent for each additional word.

	Ten words.	Additional words.		Ten words.	Additional words.
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For loading, carrying, and housing any goods, or any other article, from the Market Slip, in King's and Queen's Wards, or from any other place within the limits of the first district, to any other place within the said several five districts, the rates of prices are as follows:—For the first district, 10 cts.; second district, 12 cts.; third district, 14 cts.; fourth district 16 cts.; fifth district, 18 cts.; sixth district, 20 cts.; seventh district, 22 cts.; eighth district, 24 cts.

HACKNEY COACH FARES.

For conveying one passenger from any public stand to any part of the city, or from any one part of the city, to any part thereof, 30 cts. If coach detained, there shall be paid for every time not exceeding half an hour, 50 cts.; and for every additional half hour after the first, 50 cts.. Provided always, that in case any driver shall be required to cross the ferry to Carleton, he shall, in addition to the foregoing fares, be entitled to demand and receive the ferriage for himself, his carriage and horses, both going and returning.

HAND CARTMEN AND PUBLIC PORTERS.

For loading, carrying and housing any goods, or any other article, from the Market Slip, in Kings and Queens Wards, or from any other place within the limits of the first district, to any place within the said several five districts, the rates of prices are as follows:—For the first district 10 cts.; second district, 11 cts.; third district, 12 cts.; fourth district, 13 cts.; fifth district, 14 cts.; sixth district, 15 cts.; seventh district, 16 cts.; eighth district 17 cts.

RAILWAY CARRIER.



JOHN OVERY,

SUCCESSORS TO REID & CO., IN THE

GENERAL CARRYING DEPARTMENT.

Office, 218 Hollis Street., HALIFAX, N. S.

OPPOSITE FISHWICK'S EXPRESS OFFICE.

Goods of all description conveyed to and from all parts of the City and Railway Depot. Hay, Straw and all kinds of Feed supplied at Lowest Rates. A single team always on hand at the office.

CANADIAN CHOPPED FEED, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

FLOUR, OATMEAL, CORN MEAL, AT JOSEPH CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

PORK, JOWLS, PIGS' FEET, ETC., J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

KILCUP'S STAGES

Leave Bridgewater for Liverpool and Shelburne daily at 6 A. M., arrive at Liverpool 11 A. M., and Shelburne 7.30 P. M. Returning, leave Shelburne for Liverpool and Bridgewater daily, at 6 A. M., connect with Blair's Stages at Bridgewater for Halifax, also at Shelburne with Davidson's line for Yarmouth. Bridgewater to Liverpool 18 miles. Liverpool to Shelburne, 40 miles.

KILCUP'S STAGES

Leave Liverpool daily, at 2 P. M., for Annapolis, 68 miles, arriving in time for connection with Steamers for St. John, also with W. & A. R. Leave Annapolis daily on arrival of the St. John steamer and express trains from Halifax. Good fishing and shooting on this line with splendid Hotel accommodation.

ST. JOHN TO ST. MARTINS.

Leave St. John daily at 8 A. M. Arrive at St. Martins 5 P. M. Distance 30 miles, fare 1.50.

ST. JOHN TO SALT SPRINGS.

Leaves 15 Charlotte Street, St. John, every Friday at 9 A.M. Distance to Salt Springs 30 miles, fare 1.00, to Sussex 45 miles, fare 1.50.

FIRE ALARM TELEGRAPH.

- No. 2 No. 2 Engine House, King Square.
- 3 No. 3 Engine House, Union Street.
- 4 Corner Garden and Hazen Streets.
- 5 Corner Mill and Union Streets.
- 6 Police Station, Market Square.
- 7 Corner Pond and Mill Streets.
- 8 Foot Garden Street.
- 9 Foot Union Street, East.
- 12 Corner Peters and Waterloo Streets.
- 13 Corner St. Patrick and Union Streets.
- 14 Corner Brussels and Richmond Streets.
- 15 Brussels Street, Everett's Foundry.
- 16 Corner Brussels and Hanover Streets.
- 17 Erin, Corner Brunswick Street.
- 18 Corner Union and Carmarthen Streets.
- 21 Waterloo, opposite Golding Street.
- 23 Corner Germain and Church Streets.
- 24 Corner Princess and Charlotte Streets.
- 25 Corner Duke and Germain Streets.
- 26 Corner Prince William and Princess Streets.
- 27 Bell Tower, King Square.
- 31 Waterloo, opposite Golding Street.
- 32 Corner Duke and Sydney Streets.
- 34 Corner Wentworth and Princess Streets.
- 35 Queen Street, No. 1 Engine House.

MIDDLEINGS, MIDDLEINGS, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

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FLOUR, OATMEAL, CORN MEAL, AT JOSEPH CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

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36 Corner Queen and Carmarthen Streets.
41 Corner St. James and Prince William Streets.
42 Corner Pitt and Duke Streets.
43 Corner Main and Carmarthen Streets.
45 Corner Brittain and Charlotte Streets.
46 Corner Pitt and St. James Streets.
51 City Road, nearly opposite Skating Rink.

BEDDING WAREROOMS,

95 Germain Street, - - - Nearly opposite Trinity Church,

SAINT JOHN, N. B.

A FULL ASSORTMENT OF

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MATTRASSES in great variety ;

WHITESIDE'S PATENT SPRING BEDS.

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MARKET BASKETS.

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OATS, OATS, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

ST. JOHN.

ST. JOHN, the "Liverpool of America," and the first city in New Brunswick in population, wealth and commercial importance, is commandingly situated at the mouth of the River St. John. The eastern side, or city proper is built on the sides of a rocky peninsular, with the river and harbor on one side, and Courtenay Bay on the other side. In this part of St. John are the public buildings, and most of the business houses. The settlement on the west side is called Carleton. To the left is Portland pleasantly located.

The situation of St. John is favorable. Its harbor is at the mouth of a river which, with its tributaries, has an almost uninterrupted navigable length of over eight hundred miles for steamers; and a further navigable length for boats or canoes of about a thousand miles more; and its entire freedom from obstruction by ice gives it great advantage over all the northern ports of this continent. At the entrance to the city is Partridge Island, circular in shape rising about seventy or eighty feet above low water, and contains about one hundred acres of land. On the Island is a fog horn or steamer whistle, which is sounded at regular intervals during the prevalence of fogs or snow storms, and can be heard at a distance of from four to eight miles. On the Island is a battery and a signal station; also a hospital for the treatment of contagious diseases. Below Partridge Island and the city is a beacon light which is of great use to vessels entering the harbor in strong weather. The principal streets of St. John are King, Prince William, Water, Dock and Charlotte. King street, the Washington street of St. John, extends from the river on the western side of the city to Courtenay Bay on the eastern side. Looking up King street, what is called the "Bell Tower," is in prominent view. It is the entrance to King square, a beautiful plot of land containing about three acres, and covered with large shade trees. In the centre of the square is a fountain. Some fine buildings are to be seen on each side of the square. On the eastern side in the Court House, in which is the Common Council chamber. On the same side of the square as the Court House, is the "Old Burying Ground," one of the tombstones of which bears the following quaint epitaph:

Now I am dead and in my grave,
And all my bones are rotten;
Those lines you read see remember me,
When I am quite forgotten.

Queen Square is another public park, surrounded by handsome residences. On Germain street, at the corner of Duke, is the Victoria Hotel, the largest and best public house in the Provinces. Near by, on the opposite side, is the Academy of Music, a theatre having a seating capacity of two thousand, (it is claimed). The new Post Office is the finest structure in the city. It is located at the corner of Prince William and Princess streets, extending back to Water street. It is ninety feet long by fifty wide; three stories above Prince William street and four above Water street. It is built entirely of grey sand-

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stone, except the columns in the front, which are of polished red granite. Farther down Prince William street is the Custom House, a large, three-story granite building, two hundred and fifty feet long by ninety-two in width. On the roof is a signal station, a storm signal station and a time ball, which is hoisted half way up the flagstaff at 12.45 P. M.; at 12.59 it is raised to the full height, and at 1 o'clock exactly it is dropped. A little below is Reed's Point, where the wharves of the International S. S. Company are located; the Union Line, running to Digby and Annapolis; the Express Line, to St. George, St. Andrews and St. Stephen, N. B., and the Anchor Line of ocean steamers.

Among the handsome and important public buildings in St. John may be mentioned the General Public Hospital, capable of accommodating eighty patients. To the right is situated the Roman Catholic Cathedral on Waterloo street, opposite Richmond and near the corner of Cliff street. It is built of stone, is two hundred feet in length by one hundred and ten in width, and cost \$100,000. To the left is the Nunnery and on the right the Bishop's Palace, a handsome stone structure; adjoining it is the Roman Catholic Orphan Asylum. The skating rink is on City road, almost in the rear of the Hospital. It is a wooden building circular in shape and one hundred and sixty feet in diameter. It cost \$13,600.

The connection between Portland and St. John is so close that it is difficult to tell where the one begins or the other ends. The streets are somewhat irregular; Main street being the finest and busiest. Turning to the left down Bridge Road, after a ride of about a mile, during which we were favored with some delightful bits of scenery, we reached the

SUSPENSION BRIDGE.

which spans the Rocky gorge, six hundred and forty feet in width which the waters, of the St. John River find their way into the ocean. This bridge is a "wire suspension," hung on ten cables, five on each side, each cable being composed of three hundred strands of wire one-eighth of an inch thick each, or three thousand strands in all, having an absolute tensile strength of 1125 tons. The combined length of the strands is about five hundred and seventy miles. The cables are supported by four towers of solid masonry, fifty-three feet high, fifteen feet square at the base, tapering off to seven feet at the top. The bridge was built in 1852, at a cost of \$80,000. Height above low water, one hundred feet; above high water, seventy two feet.

THE FALLS.

at the mouth of the St. John, are not "falls" in the ordinary acceptation of the term; they result from the narrow and shallow outlet through which the tide, which rises with great rapidity, and to an altitude of twenty eight feet, has to pass. The outlet is sufficiently broad or deep to admit the tidal waters with their rise, hence a fall inwards is produced during the *flow*; at the *ebb*, the tide recedes faster than the outlet of the river can admit of the escape of the waters accumulated within the inner basin; hence a fall outward. The falls are passable four times in twenty-four hours, about fifteen minutes at each time, viz.: at about three and one half hours on the flood tide, and at about two and one-half on the ebb, when steamers, sailing vessels and rafts pass up

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or down beneath the bridge. About a mile above the bridge, on the eastern side of the river, is

INDIANTOWN,

a thriving suburb of the town of Portland. The Lunatic Asylum occupies a height of land at the western end of the bridge, and presents an imposing appearance from whichever side it is approached. It was erected in 1848 by the Provincial Government. The main building is three hundred feet long, with three wings, one at each end, one hundred and fifty feet long, and one from the centre, one hundred and thirty feet in length. One half of the building is devoted to male and the other to female patients. The average number of patients is two hundred.

There are numerous drives in the vicinity of St. John, which we have not space to describe. Among them is that to Spruce Lake, seven or eight miles on the Manawagonish road. Down the Bay Shore to Mispick, starting by crossing March Bridge, we soon arrived at the Penitentiary, a massive granite structure one hundred and twenty feet long, by forty-five feet wide. A little further on is the Poor House, a large four-story building. Continuing the drive a distance of about eight miles, sometimes through a rich farming country, and again amid the wildest and most rugged scenery imaginable—now along the sea beach, with the waves rolling almost up to our horse's feet, and then perched hundreds of feet above the waters, we arrived at Mispick, a lovely spot, rich in scenes worthy the attention of all tourists, and enough to drive an artist mad.

Another favorite drive is to Loch Lomond, where there is excellent fishing. There are three lakes in the Loch Lomond chain. St. John abounds in churches, as, with a population of less than 40,000, it has 33 houses of worship!

ST. JOHN RIVER.

With opera-glass we take a farewell view of the city, sweeping our vision round the falls, and upward towards the high bluffs, through which the river flows. Two or three miles up we encounter the Boars's Head or Green Head, with its nose running out into the water. A little farther, and to the right, the passage to the Kennebecasis opens, (here is where the boat races are made,) and to the left South Bay is seen. Nerepis Point will be of interest as the place where one of the first forts was built. Anon comes a stretch of twenty miles; this is Long Reach—not without many picturesque scenes on the shelving hills. At Oak Point, a little village with a church, we stop the engine to take on a passenger; and the mode of receiving and debarking passengers on the river is a novel one. Small boats put out in response to our whistle, and are "boat hooked" along side as soon as they come within reach; passengers enter or leave, small freight is taken or discharged, the dory is "boat hooked" off, and the steamer proceeds.

We are now twenty-four miles from St. John, and near the head of the Reach, when the meadows begin to stretch away to the far distant hills. At

GAGETOWN.

is an old Court House, where English law is still administered, but the fortress that once frowned defiance on the French is gone. Opposite is the

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TORONTO FLOUR, FEED, AND PROVISION DEPOT, 28 BEDFORD ROW, HALIFAX, N. S.

Jemseg river, which leads into Grand Lake, said to be a delightful spot. A little further up is Upper Gagetown, the oldest English settlement in the Province, and Maugerville, on the opposite shore, noted as a settlement of Bostonians made in 1776. At sheffield is a fine flourishing academy, and here the Oromocto river debouches into the St John. Here and above there are no lofty, rugged sublimities, but meadows, dotted with bending elms and all the marks of civilization which art has added to the beauties of nature with which the river at every turn abounds.

Ten miles above Oromocto, pleasantly situated on a level plain on the western bank of the St. John, and eighty-four miles from its mouth, is

FREDERICTON,

the capital of New Brunswick. It is so hidden by the magnificent shade trees which line its broad streets, that, were it not for the numerous church spires towering above the mass of foliage, we should hardly know there is a city here. The city is regularly laid out, the streets are wide, and cross each other at right angles—those running parallel with the river are over a mile in length. The principal street and promenade is Queen street, and on it are situated most of the public departments, banks, hotels, etc.

CHRIST CHURCH CATHEDRAL,

a fine stone edifice, and an exact model of a church of the same name in Montreal, stands in the centre of a triangular piece of land at the eastern end of Queen street corner of Church street. They are costlier churches in abundance, but few more pleasantly located or fairer in proportions. A short distance farther up Queen street are the

PARLIAMENT BUILDINGS,

beautifully situated, but presenting a mean external appearance. They were built in 1790, and consequently are antique in style. The Assembly room is sufficiently large to accommodate the forty-one members who compose the Commons, and the Legislative Council chamber is a handsome apartment, apparently much larger than is required for the eighteen members who compose that house. The Legislative Library, in the same building, contains some 13,000 volumes. The room in which the Supreme Court and the Court of Equity hold their sittings is in the same building, as also the law library of the Barrister's Society. Passing up

QUEEN STREET,

the next building which attracts attention is the Queen Hotel, a plain looking brick structure, very well kept by a Yankee, Mr. Burnham, formerly of Houlton, Me. No effort at display is made, but Mr. Burnham succeeds in making his guests feel perfectly at home. Directly opposite is the Court House, also of brick. In the rear of the Court House is the ferry connection with the Riviere du Loup Railway. A short distance up is the Barker House, directly opposite the Parade ground, and above it the old Barracks. At the western end of Queen street is the

GOVERNMENT HOUSE,

a fine stone building, with no pretensions to architectural beauty, yet possessing ample accomodation as the residence of the Lieutenant-Governor of the Province. This official is now the Hon. S. L. Tilley, C. B. He is elected for five years.

The Skating Rink and Railway Depot are situated on York Street, and the Exhibition Building, a sort of crystal palace, covering nearly an acre of ground, is near by. Just below Fredericton, and on the opposite side of the St. John, is the mouth of the Nashwaak river. Two miles up the Nashwaak is the largest lumbering establishment in the Province, and possibly in America, owned by Alexander Gibson, Esq., and well worthy a visit. Mr. Gibson has erected here a church at an expense of \$60,000, for the use of his employes. There are two lines of steamers running between St. John and Fredericton—"the Union" and the "Express"—one of which leaves St. John every morning except Sunday at 9 o'clock, and Fredericton at 7 o'clock.

EUROPEAN AND NORTH AMERICAN RAILWAY.

The station of the European and North American Railway is at Carleton, reached by ferry from St. John, boats leaving the foot of Princess street. This road is under control at St. John of H. McLeod, Esq. The road is 205 1-2 miles long, very much of it through a wild country, affording sport for the hunter and angler at numerous points along its line, and not far from the sound of its whistles. For some distance the beautiful St. John river is in full view. At Westfield a long wharf bridge lies across, connecting with the promontory past which the river flows majestically. At Welsford rises Douglas Mountain, dividing the valley of the Nerepis from that of Douglas. At Gaspereaux, thirty-three miles from St. John, is a lake abounding in alewives and trout. Crossing Oromocto bridge we soon reach Fredericton Junction, and connect with trains on the Fredericton Branch Railway. An hour after leaving the Junction we arrived at Harvey, where civilization with its comforts and restraints is left by those who can spare the time, for freedom and nature on the banks of the North Branch Oromocto Lake. Bear, Cranberry, Magaguadavic and North Lakes, and the head-waters of the Magaguadavic river will also afford fine sport to the angler. The scene at the station at Magaguadavic, or *Macadavy*, (as *all* call it here,) is not inviting, and so rocky is it that some one has said that Noah threw out his ballast here; and another that the stones are those which the giants hurled at the Gods in the great battle sung by Ovid. At McAdam Junction, our rails are met by those from St. Andrews and St. Stephens on the one hand, and by those from Woodstock and Houlton, on the New Brunswick and Canada Railway, on the other.

Continuing our journey we soon reach St. Croix station, and cross the river which forms a part of the boundary line between the State of Main and the Province of New Brunswick. At Vanceboro' the Bangor and St. John trains pass each other, dinner is served, and the Custom House officials examine baggage and appropriate articles which they fancy are dutiable.

The balance of the journey to Bangor is void of interest until we near the Penobscot; the main portion being described by Bayard Taylor as composed of scraggy forests and swamps, sometimes separate, sometimes combined, blackened hideously by fires, or rank with moist vegetation and cloudy with mos-

PORK, JOWLS, PIGS' FEET, ETC., AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

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quitoes. "Yes, there is one exception! As you turn from the Penobscot toward the mellifluous Mattawomkeag, and look northwestward over 50 miles of wilderness, you behold the grand isolated mass of Katahdin, touching the scattered clouds. Not the culminating peak of a group of lesser heights, not the imposing headland of a ridge or chain, but lonely as Soracte soars over the Roman Campagna, and twice as high above its rugged, unlovely levels of swampy forest, it is a mountain to be thankful for, to rejoice in: I murmured to myself the opening stanza of Lowell's poem—"To a Pine-Tree."

"Far up on Katahdin thou towerest,
Purple-blue with the distance, and vast:
Like a cloud o'er the lowlands thou lowerst,
That hangs poised on a lull of the blast,
To its fall leaning awful?"

—and I found that the mountain deserved the poem.

FISHWICK'S EXPRESS LINE.

STEAMERS,

"M. A. STARR," Captain J. Smith.

"EDGAR STUART," Capt. H. Doane.

One of the above Steamers will leave for East every Tuesday at noon, for Canso, Arichat, Ports Mulgrave, Hastings, Hawkesbury and Bayfield, Pictou and Charlottetown, returning same week. For Western Shores every Wednesday at 6 a. m., calling at Lunenburg, Liverpool, Shelburne and Yarmouth. Returning, leaves Yarmouth 8 a. m. Friday, calling at above ports.

Fares: Halifax to Lunenburg	. . . . .	\$2 00
" " " Liverpool	. . . . .	3 50
" " " Shelburne	. . . . .	4 50
" " " Yarmouth	. . . . .	6 00

EAST.

" " " Canso	. . . . .	4 50
" " " Arichat	. . . . .	4 50
" " " Hawkesbury	. . . . .	4 50
" " " Mulgrave	. . . . .	4 50
" " " Hastings	. . . . .	4 50
" " " Bayfield	. . . . .	5 50
" " " Charlottetown	. . . . .	6 00

Special rates for through goods.

FREDERICK W. FISHWICK, - - Proprietor.

MIDDLEBURY, MIDDLEBURY, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

CANVASED BACON AND SHOULDERS, ETC., AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

BACON, HAMS, SHOULDERS, AT CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

PRINCE EDWARD ISLAND.

Towns and Villages, showing Distances, Fares, and Population.

Albany, Prince Co., distant from Charlottetown 30 miles, fare 90 cts., population 150.	
Alberton, Prince Co., distant from Summerside 43 miles, fare 1.29, population 700.	
Alexandria, Prince Co., distant from Summerside 35 miles, fare 1.05, population 130.	
Annandale, Kings Co., distant from Georgetown 10 miles, fare 30 cts., population 150.	
Bay Fortune, Kings Co., population 50.	
Biddeford, Prince Co., distant from Summerside 20 miles, fare 60 cts., population 120.	
Black Bush, Kings Co., distant from Georgetown 30 miles, fare 1.00, population 100.	
Bonshaw, Queens Co., distant from Charlottetown 15 miles, fare 45 cts., population 75.	
Bothwell, Kings Co., distant from Georgetown 30 miles, fare 1.00, population 100.	
Brackley Point, Queens Co., distant from Charlottetown 13 miles, fare 40 cts., population 150.	
Brae, Prince Co., distant from Alberton 15 miles, fare 45 cts., population 300.	
Bridgetown, Kings Co., distant from Georgetown 15 miles, fare 45 cts., population 400.	
Burlington, Prince Co., distant from Summerside 13 miles, fare 40 cts., population 150.	
Caledonia, Kings Co., distant from Georgetown 16 miles, fare 40 cts., population 200.	
Campbelltown, Prince Co., distant from Alberton 12 miles, fare 35 cts., population 150.	
Cantyre, Queens Co., distant from Charlottetown 8 miles, fare 25 cts., population 50.	
Cape Traverse, Prince Co., distant from Cape Tormentine, N. B., 9 miles, fare 75 cts., population 250.	
Cardigan Bridge, Kings Co., distant from Charlottetown 27 miles, fare 85 cts., population 150.	
Carleton, Prince Co., distant from Alberton 1½ miles, fare 10 cts., population 200.	
Carleton Point, Prince Co., distant from Summerside 15 miles, fare 50 cts., population 80.	

PORK JOWLS, PIGS' FEET, ETC., AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

BACON, HAMS, SHOULDERS, AT CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

CANVASED BACON AND SHOULDERS, ETC., AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

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BACON, HAMS, AND SHOULDERS, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

Cavendish Queens Co., distant from Charlottetown 24 miles, fare 80 cts., population 200.
 Central Badeque, Prince Co., distant from Summerside 9 miles, fare 30 cts., population 125.
 Centreville, Prince Co., distant from Summerside 10 miles, fare 50 cts., population 300.
 Charlottetown, Queens Co., distant from Pictou 60 miles, fare 1.50, from Shediac 88 miles, fare 2.50, from Halifax 182 miles, from St. John 194 miles, from Montreal, 880 miles, from Ottawa 1,010, population 8,000.
 Clifton, Queens Co., distant from Summerside 17 miles, fare 1.00, population 150.
 Clyde Mills, Queens Co., population 50.
 Cornwall, Queens Co., distant from Charlottetown 7 miles, fare 40 cts., population 275.
 Covehead, Queens Co., distant from Charlottetown 12 miles, fare 75 cts., population 300.
 Covehead Road, Queens Co., distant from Charlottetown 9 miles, fare 50 cts., population 250.
 Crapaud, Queens Co., distant from Charlottetown 24 miles, fare 1.00, population 300.
 Darlington, Queens Co., distant from Charlottetown 12 miles, fare 75 cts., population 200.
 De Sable, Queens Co., distant from Charlottetown 20 miles, fare 75 cts., population 100.
 Donaldson Estate, Queens Co., distant from Charlottetown 13 miles, fare 50 cts., population 150.
 Dundas, Kings Co., distant from Georgetown 14 miles, fare 55 cts., population 200.
 East Point, Kings Co., distant from Georgetown 30 miles, fare 1.00 population 150.
 East Royalty, Queens Co., distant from Charlottetown, 3 miles, fare 15 cts., population 130.
 Eldon, Queens Co., distant from Charlottetown, 22 miles, fare 1.00, population 150.
 Eilerslie, Prince Co., distant from Charlottetown 55 miles, fare 2.00, population 150.
 Fairfield, Kings Co., distant from Charlottetown 57 miles, fare 2.25, population 200.
 Farmington, Kings Co., distant from Georgetown 14 miles, fare 75 cts., population 200.
 Fifteen Point, Prince Co., distant from Summerside 13 miles, fare 60 cts., population 50.
 Flat River, Queens Co., distant from Charlottetown 39 miles, fare 1.00, population 250.
 Fort Augustus, Queens Co., distant from Charlottetown 16 miles, fare 75 cts., population 150.
 Freetown, Prince Co., distant from Summerside 10 miles, fare 50 cts., population 150.
 Fullerton's Marsh, Queens Co., distant from Charlottetown 7 miles, fare 40 cts., population 150.

LARD, BUTTER, ETC., AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

JOSEPH CARMAN, PRODUCE MERCHANT AND INSURANCE AGENT, 28 BEDFORD ROW, HALIFAX, N. S.

Georgetown, Kings Co., distant from Charlottetown 80 miles, fare 1.00, population 760.
 Glenaludale, Queens Co., distant from Charlottetown 14 miles, fare 75 cts., population 200.
 Goose River, Kings Co., distant from Georgetown 25 miles, fare 1.00, population 200.
 Graham's Road, Queens Co., distant from Summerside 16 miles, fare 75 cts., population 150.
 Granville, Queens Co., distant from Summerside 18 miles, fare 1.00, population 330.
 Greenvale, Queens Co., distant from Charlottetown 13 miles, fare 60 cts., population 130.
 Hampton, Queens Co., distant from Charlottetown 22 miles, fare 75 cts., population 50.
 Haze Grove, Queens Co., distant from Charlottetown 18 miles, fare 90 cts., population 130.
 Higgins Road, Prince Co., distant from Summerside 21 miles, fare 1.00, population 60.
 Hope River, Queens Co., distant from Summerside 20 miles, fare 90 cts., population 180.
 Indian River, Prince Co., distant from Summerside 10 miles, fare 50 cts., population 250.
 Johnstone's River, Queens Co., distant from Charlottetown 10 miles, fare 50 cts., population 200.
 Kensington, Prince Co., distant from Summerside 8 miles, fare 40 cts., population 75.
 Kildare, Prince Co., distant from Alberton 9 miles, fare 40 cts., population 150.
 Launching, Kings Co., distant from Georgetown 7 miles, fare 40 cts., population 150.
 Little Harbor, Kings Co., distant from Georgetown 35 miles, fare 1.25, population 200.
 Little Sands, Queens Co., distant from Charlottetown 35 miles, fare 1.10, population 150.
 Long Creek, Queens Co., distant from Charlottetown 8 miles, fare 85 cts., population 100.
 Lot No. 14, Prince Co., distant from Summerside 14 miles, fare 75 cts., population 400.
 Lower Freetown, Prince Co., distant from Summerside 8 miles, fare 40 cts., population 200.
 McPhee's Corner, Queens Co., distant from Charlottetown 9 miles, fare 40 cts., population 50.
 Margate, Prince Co., distant from Summerside 12 miles, fare 60 cts., population 150.
 Marie, Kings Co., distant from Georgetown 22 miles, fare 1.00, population 120.
 Melrose, Kings Co., distant from Georgetown 7 miles, fare 30 cts., population 100.
 Middleton, Prince Co., distant from Summerside 12 miles, fare 50 cts., population 150.
 Millview, Queens Co., distant from Charlottetown 12 miles, fare 50 cts., population 100.

BARLEY, BARLEY, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

JOSEPH CARMAN, PRODUCE MERCHANT AND INSURANCE AGENT, 28 BEDFORD ROW, HALIFAX, N. S.

LARD, BUTTER, ETC., AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

FLOUR, OATMEAL, CORNMEAL, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

Milton, Queens Co., distant from Charlottetown 7 miles, fare 30 cts., population 150.
 Miminegash, Prince Co., population 100.
 Miscouche, Prince Co., distant from Summerside 5 miles, fare 25 cts., population 200.
 Monaghan, Queens Co., distant from Charlottetown 15 miles, fare 50 cts., population 50.
 Montague Bridge, Kings Co., distant from Georgetown 11 miles, fare 40 cts., population 350.
 Montague Cross Roads, Queens Co., distant from Charlottetown 20 miles, fare 75 cts., population 200.
 Montague Mills, Kings Co., distant from Georgetown 6 miles, fare 30 cts., population 200.
 Monticello, Kings Co., distant from Georgetown 30 miles, fare 1.00, population 150.
 Montrose, Prince Co., distant from Alberton 4 miles, fare 25 cts., population 200.
 Morrell, Kings Co., distant from Georgetown 25 miles, fare 1.00, population 60.
 Mount Stewart, Queens Co., distant from Charlottetown 18 miles, fare 75 cts., population 250.
 Muddy Creek, Prince Co., distant from Summerside 8 miles, fare 35 cts., population 150.
 Murray Harbor, Kings Co., distant from Georgetown 12 miles, fare 55 cts., population 200.
 Murray Harbor (North), Kings Co., distant from Georgetown 10 miles, fare 50 cts., population 120.
 Murray Harbor (South), Kings Co., distant from Georgetown 20 miles, fare 1.00, population 200.
 Murray River, Kings Co., distant from Georgetown 15 miles, fare 60 cts., population 300.
 New Annan Mills, Prince Co., distant from Summerside 6 miles, fare 30 cts., population 80.
 Newprage, Kings Co., population 50.
 New Glasgow, Queens Co., distant from Charlottetown 17 miles, fare 75 cts., population 150.
 New London, Queens Co., distant from Summerside 18 miles, fare 75 cts., population 150.
 New Perth, Kings Co., distant from Georgetown 8 miles, fare 25 cts., population 150.
 New South Witshire, Queens Co., distant from Charlottetown 9 miles, fare 40 cts., population 150.
 Newton, Queens Co., distant from Charlottetown 20 miles, fare 1.00, population 120.
 Nine Mile Creek, Queens Co., distant from Charlottetown 9 miles, fare 35 cts., population 300.
 North Lake, Kings Co., distant from Georgetown 40 miles, fare 200, population 120.
 North River Warren Grove Mills, Queens Co., distant from Charlottetown 6 miles, fare 25 cts., population 150.
 North Tryon, Prince Co., distant from Alberton 5 miles, fare 25 cts., population 150.

NORTH BRITISH CONDIMENT, AT JOSEPH CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

OIL CAKE, OIL CAKE, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

- North Wiltshire, Queens Co., distant from Charlottetown 10 miles, fare 75 cts., population 180.
- Orwell Cove, Queens Co., distant from Charlottetown 18 miles, fare 1.00, population 100.
- Orwell Head, Queens Co., distant from Charlottetown 17 miles, fare 1.00, population 50.
- Park Corner, Queens Co., distant from Summerside 17 miles, fare 80 cts., population 200.
- Peterville, Kings Co., population 75.
- Peters Road Kings Co., distant from Georgetown 10 miles, fare 50 cts., population 200.
- Pisquid Bridge, Queens Co., distant from Charlottetown 21 miles, fare 1.00, population 150.
- Pleasant Grove, Queens Co., distant from Charlottetown 10 miles, fare 50 cts., population 200.
- Point Prim, Queens Co., distant from Charlottetown 29 miles, fare 1.25, population 150.
- Port Hill, Prince Co., distant from Summerside 16 miles, fare 1.00, population 350.
- Pownal, Queens Co., distant from Charlottetown 8 miles, fare 50 cts., population 150.
- Princetown, Prince Co., distant from Summerside 16 miles, fare 75 cts., population 400.
- Red Point, Kings Co., distant from Georgetown 30 miles, fare 1.25, population 150.
- Rolla Bay, Kings Co., distant from Georgetown 30 miles, fare 1.25, population 75.
- Rose Valley, Queens Co., distant from Summerside 18 miles, fare 75 cts., population 200.
- Rustico, Queens Co., distant from Charlottetown 16 miles, fare 50 cts., population 250.
- Scotch Fort, Queens Co., distant from Charlottetown 15 miles, fare 50 cts., population 100.
- Searltown, Prince Co., distant from Georgetown 6 miles, fare 25 cts., population 80.
- Skinner's Pond, Prince Co., distant from Alberton 15 miles, fare 60 cts., population 100.
- Somerset, Prince Co., distant from Summerside 12 miles, fare 50 cts., population 25.
- Souris, Kings Co., distant from Charlottetown 52 miles, fare 2.50, population 500.
- Southport, Queens Co., distant from Charlottetown 1 mile, fare 5 cts., population 160.
- Springfield, Queens Co., distant from Charlottetown 24 miles, fare 1.00, population 40.
- Springton, Queens Co., distant from Charlottetown 14 miles, fare 50 cts., population 230.
- St. Eleanors, Prince Co., distant from Summerside 2½ miles, fare 12 cts., population 400.
- St. Felix, Prince Co., distant from Summerside 50 miles, fare 2.00, population 150.
- St. Margarets, Kings Co., population 50.

OIL CAKE, OIL CAKE, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

TORONTO FLOUR, FEED, AND PROVISION DEPOT, 28 BEDFORD ROW, HALIFAX, N. S.

NORTH BRITISH CONDIMENT, AT JOSEPH CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

St. Peters Bay, Kings Co., distant from Charlottetown 33 miles, fare 1.50, population 80.
 Stanfield Mills, Prince Co., distant from Summerside 20 miles, fare 1.00, population 120.
 Stanley Bridge, Queens Co., distant from Charlottetown 23 miles, fare 1.00, population 150.
 Sturgeon, Kings Co., distant from Georgetown 4 miles, fare 20 cts., population 200.
 Summerside, Prince Co., distant from Shediac, N. B., 45 miles, fare 1.80, population 1,700.
 Tignish, Prince Co., distant from Alberton 12 miles, fare 60 cts., population 150.
 Travellers Rest, Prince Co., distant from Summerside 4 miles, fare 15 cts., population 50.
 Tryon Corner, Prince Co., distant from Charlottetown 26 miles, fare 1.25, population 100.
 Valleyfield, Queens Co., distant from Georgetown 10 miles, fare 40 cts., population 100.
 Vernon River, Queens Co., distant from Charlottetown 14 miles, fare 50 cts., population 125.
 Vernon River Bridge, Queens Co., distant from Charlottetown 14 miles, fare 50 cts., population 150.
 Victoria, Queens Co., distant from Charlottetown 23 miles, fare 75 cts., population 200.
 Warblington, Prince Co., distant from Summerside 20 miles, fare 75 cts., population 25.
 Wellington, Prince Co., distant from Summerside 12 miles, fare 50 cts., population 50.
 West Cape, Prince Co., distant from Summerside 47 miles, fare 1.50, population 100.
 West Point, Prince Co., distant from Alberton 23 miles, fare 1.00, population 100.
 Wheatley River, Queens Co., distant from Charlottetown 13 miles, fare 50 cts., population 200.
 Winslow Road, Queens Co., distant from Charlottetown 8 miles, fare 30 cts., population 300.
 Woodbridge, Prince Co., distant from Alberton 20 miles, fare 70 cts., population 200.

New Gun Shop and Sporting Depot.

J. ROBERTS, Gunsmith,

Corner of Princess and Charlotte Streets,

ST. JOHN, N. B.

Dealer in Revolvers, Ammunition, and everything required by the Sportsman.

All orders promptly attended to, and all work warranted.
 Keys fitted, Locks repaired, Hotel Checks made to order.

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PRINCE EDWARD ISLAND.

In furnishing a brief description of Prince Edward Island, we shall not undertake to go far into details. In one respect this seems to be less requisite than in the case of the other Maritime Provinces; for, in the Island, the face of the country shows much less diversity in its natural features than that of those other Provinces. Doubtless Prince Edward Island is a beautiful country throughout almost its whole extent; but throughout that extent there is a great sameness in the characteristics of the scenery which meets the visitor's eye. As to those general characteristics,—it is an every where undulating country, its eminence very seldom breaking into cliffs, and never rising to the elevation of mountains; its lower lands never spreading out into broad expanses of interval, marsh, or plain, such as are seen in the mainland Provinces; its shores deeply indented upon every side with almost countless inlets from the Gulf of St. Lawrence, which ramify often in a bewildering manner among the hills; the lands clothed with a dense growth of timber; the soil almost everywhere exceedingly fertile, with scarcely a rock, or stone, to be found in the whole island; such in general terms, was Prince Edward Island in its natural condition. But, of course, the hand of the husbandman has largely modified this general description. The population of the island must now (1876) be somewhat in excess of one hundred thousand; and this population, which is very generally disseminated over the face of the country, is almost wholly engaged in agricultural pursuits. Consequently a large proportion of the area of the country is in a high state of cultivation. It may here be mentioned that shipbuilding is pretty largely carried on,—not only at Charlottetown and Summerside, the principal towns, but at many of the smaller outports. The fisheries are not prosecuted very extensively, although the Province presents great natural facilities for doing so. Casumpeque and Tignish are the most considerable fishing stations on the island.

From having been one of the worst provided with public facilities for inland travelling of any of the Canadian Provinces, Prince Edward Island has suddenly become about the best. A few years since, the traveller making his way through the interior of the island, would find it anything but a joke unless provided with a private vehicle. All is now changed. The Islanders having, in 1872, commenced railway construction, have done their work so thoroughly that but little more can be done in that way unless the locomotive is to be brought to every man's door. A railway runs from Tignish, at almost the extreme Northern point of the island, to Georgetown,—making, with the Charlottetown Branch, a hundred and fifty one miles,—with a Branch

JOSEPH CARMAN, PRODUCE MERCHANT AND INSURANCE AGENT, 28 BEDFORD ROW, HALIFAX, N. S.

HARLEY, BARLEY, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

TORONTO FLOUR, FEED, AND PROVISION DEPOT, 28 BEDFORD ROW, HALIFAX, N. S.

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of forty miles from Mount Stewart to Souris, which is almost the extreme Eastern point. Thus there are in all two hundred and nine miles of railroad in the island which, with respect either to area or population, is a larger proportion, than that of any other Province, or State, in America.

Charlottetown, the Provincial Capital, is beautifully situate upon a gently sloping tongue of land formed by the junction of the East River with the North and West Rivers. It is regularly laid out, with broad and airy streets and several reservations for public squares—unfortunately but little adorned as yet,—and is plainly, but for the most part substantially, built: The Colonial Building, containing the halls of the Local Legislature and certain Provincial offices, is a capacious and handsome edifice of Nova Scotia freestone, three storeys in height, and occupying the centre of Queen Square. In appearance it rather eclipses the other public buildings of the place, of which Charlottetown, as the seat of Provincial Government, has the usual quota. Besides these there are in and in the environs of the town, no less than three colleges—the Prince of Wales (Provincial institution), St. Dunstan's (Roman Catholic), and the Methodist College; also the Provincial Normal School, a capacious Convent, Lunatic Asylum, and various other edifices of a semi-public character. Government House, the residence of the Lieut. Governor, is an unpretending, but commodious, structure, beautifully situated in the midst of very attractive grounds, in the immediate vicinity. Charlottetown may boast of one of the tidiest, best kept, and best supplied markets in the Dominion.

The environs of Charlottetown afford some charming drives, presenting fine views of wood and water, and tastefully laid out and well kept private grounds. At the same time the Fast (Hillsborough), the North (York), and the West (Elliot) rivers, present great temptations and facilities for boating and yachting. The trip on the Hillsborough to Mount Stewart, near its head, is a favorite excursion of Charlottetown pleasure-seekers during the Summer months, and can scarcely fail to prove agreeable to the stranger tourist.

As mentioned in a former part of this work, under the head of "Nova Scotia, the Prince Edward Island Navigation Company's steamers run four times a week to Pictou and *vice versa*, and in like manner twice a week to Hawkesbury on the Strait of Canso. They also ply regularly between Charlottetown, Summerside, and Shediac. By another line of steamers locally known as "the Phalen line," there is regular communication with Hawkesbury, Halifax, and Boston; and by "Fishwick's Express line," with Halifax and the Eastern ports of Nova Scotia. The Quebec and Gulf Ports steamers, plying between Pictou, Quebec, and intermediate ports, also touch at Charlottetown. These arrangements, it must be remembered, are in operation only during the season of open navigation in the Gulf. That means for from seven to eight months out of the twelve. During the remainder of the year, communication between Prince Edward Island and the mainland can only be effected by means of the "ice boats" which ply between Cape Tormentine and Cape Traverse, the narrowest part of the Strait of Northumberland. It is always an uncomfortable and often an extremely perilous mode of transit. The idea has been gaining ground of late, that with a steamer

BACON, HAMS, AND SHOULDERS, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

LARD, BUTTER, ETC., AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

TORONTO FLOUR, FEED, AND PROVISION DEPOT, 28 BEDFORD ROW, HALIFAX, N. S.

properly constructed for the service, regular steam communication can be kept up, during all of ordinary Winters, between Pictou, or some point in that vicinity, and Wood Island, Murray Harbor, or some place thereabout on the opposite coast of Prince Edward Island. Doubtless the experiment will soon be tried, and if successful the value of that success to the Island Province will be incalculable.

Summerside is in every respect, the second town in Prince Edward Island, and indeed its growth has been so rapid of late years that it bids fair to become soon a formidable rival to the Provincial Capital itself. Its local position has of course, had much to do with its prosperity. It is directly opposite Shediac, with which it has daily communication by steamers. That place having been for years the terminus of the "European and North American Railway" before the "Intercolonial," or even the "Pictou Branch, was completed, this fact gave a great advantage to Summerside. This place, like Charlottetown, has a fine harbor: it is beautifully situated and has unquestionably a great future before it.

Alberton, in the more Northern Section of the island, is another rising town. Its harbor is one of the arms of Cascumpeque Bay, and is one of the *very* few ports of shelter on the Northern—or rather North-Eastern—side of the island; for, strange to say, there is, in this respect, a remarkable contrast between the North Eastern and South-Western side of this island. As to this same Cascumpeque Bay,—tastes differ as to what is attractive in scenery; but we suspect that most persons will concur with us in saying that about Cascumpeque Nature has put on her best garb so far as Prince Edward Island is concerned.

Georgetown, at the opposite extreme of the island and the County town of King's county, was for some years in a pining condition; but latterly it has been forging ahead and seems likely to hold its own against any other part of the island. It is justifiably the boast of Georgetown that its harbor remains open several weeks later in the Autumn, and is re-opened several weeks earlier in the Spring, than any other port in the island,—unless perhaps Murray Harbor. Consequently it is anticipated that Georgetown may be eventually the permanent gate of the Island.

As a field for sportsmen, Prince Edward Island cannot, in every respect, be recommended. Small game—that is, woodland game—is still to be had, but not by any means abundantly. On the other hand waterfowl are very abundant. The patient stalker of the web-footed families will find almost any one of the more secluded, salt water inlets of this island a Paradise after his kind.

As for fishing, owing to the conformation of Prince Edward Island, most of its streams above tide water are necessarily very short. Consequently there is not much variety of fresh water fish properly so called; and of them—as trout for instance—they are for the most part small. Should the tourist have a fancy to fish his own oysters, there is no place in North America where he can do so more successfully than in Prince Edward Island.

BRAN, BRAN, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

TORONTO FLOUR, FEED, AND PROVISION DEPOT, 28 BEDFORD ROW, HALIFAX, N. S.

LARD, BUTTER, ETC., AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

INTERCOLONIAL RAILWAY.

HALIFAX AND ST. JOHN.

OATS, OATS, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

Miles.	STATIONS.	Through Day Express.	Freight.	Express.	Through Night Express.	Fast to Mon- ton and acco- modation to St. John.	Freight.	Local Express.	Local Express.
		A. M.	P. M.	P. M.	P. M.	P. M.			
0	Halifax, Leave	8.25	12.00	4.45	7.10	3.30			
4	Four Mile House	8.35	12.16	4.55	7.20	3.45			
8	Bedford	8.45	12.32	5.05	7.30	4.10			
11	Rocky Lake	.	.	.	.	.
13	Windsor Jun. arrive	.	.	.	.	.
	" leave	8.56	12.52	5.17	7.42	4.27			
21	Wellington	9.15	2.00	5.37	7.58	4.53			
23	Grand Lake	.	2.08	5.42	.	5.01			
25	Oakfield	9.24	2.16	5.47	.	5.09			
28	Enfield	9.31	2.28	5.54	8.12	5.19			
30	Elmsdale	9.36	2.36	5.59	8.16	5.25			
35	Milford	9.48	2.56	6.11	8.26	5.50			
39	Shubenacadie	9.57	3.12	6.21	8.34	6.04			
44	Stewiacke	10.08	3.32	6.37	8.44	6.50			
48	Polly Bog	10.17	3.48	6.47	8.52	7.04			
53	Brookfield	10.28	4.08	7.00	9.02	7.21			
57	Johnston	10.37	4.24	7.10	.	7.32			
61	Truro, arrive	10.46	4.40	7.20	9.18	7.45			
	" leave	11.00			9.30	8.00			
69	Ishgonish	11.18			9.46	8.32			
73	Debert	11.27			9.54	8.48			
78	Londonderry	11.38			10.04	9.30			
86	Folleigh Lake	11.58			10.20	10.30			
		P. M.							
90	Wentworth	12.08			10.28	10.50			
96	Greenville	12.22			10.40	11.20			
103	Thomson	12.38			10.54	11.55			
						A. M.			
107	Oxford	12.47			11.02	12.15			
110	River Philip	12.54			11.08	12.30			
114	Salt Springs	1.03			11.16	12.50			
121	Spring Hill	1.19			11.33	1.35			
128	Athol	1.33			11.43	2.00			
130	Maccan	1.42			11.51	2.20			
133	Nappan	1.49			1.57	2.32			
					A. M.				
138	Amherst, arrive	2.00			12.10	2.50			
	" leave	2.00			12.06	3.10			
144	Anlac	2.14			12.20	3.35			

For connections see Pictou Branch.

Trains between Halifax and Amherst are run by Halifax time.

NORTH BRITISH CONDIMENT, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

EMPIRE FIRE AND MARINE INSURANCE INCORPORATION, JOSEPH CARMAN, AGENT, HALIFAX, N. S.

INTERCOLONIAL RAILWAY.

HALIFAX AND ST. JOHN.

Miles.	STATIONS.	Through Daily Express.	Freight.	Express.	Through Night Express.	Ft. to Mon- ton and ac- commodation to St. John.	Freight.	Local Express.	Local Express.
	Leave	A. M.	P. M.		P. M.	P. M.			
147	Sackville	2.22			12.28	4.50			
159	Dorchester	2.53			12.56	5.38			
167	Memramcook	3.13			1.16	6.10			
174	Meadow Brook	3.31							
179	Painsec J'N, arrive	3.45			1.45		A. M.	P. M.	P. M.
0	Point Du Chene					6.15		12.25	3.05
2	Shediac					6.35		12.32	3.12
6	Dorchester Road					6.50		12.42	3.22
11	Painsec, arrive					7.05		12.55	3.35
179	Painsec, leave	3.50			1.50	7.15			
185	Humphrey								
187	Moncton, arrive	4.10			2.10	7.45			
	" leave	4.30			3.10	8.15	9.45		
197	Boundry Creek	4.53			3.35	8.55	10.28		
200	Salisbury	5.00			3.42	9.05	11.00		
205	Pollet River	5.10			3.54	9.21	11.37		
210	Petitcodiac	5.20			4.06	9.37	12.20		
216	Anagance	5.34			4.21	10.01	12.44		
225	Penobsquis	5.55			4.43	10.55	1.20		
229	Plumweseep								
232	Sussex, arrive		A. M.			11.30	1.50		
	" leave	6.23	7.05		5.00	11.45	2.15		
							P. M.		
237	Apoahqui	6.35	7.17		5.12	12.02	2.35		
243	Norton	6.51	7.32		5.27	12.22	3.00		
249	Bloomfield	7.05	7.47		5.42	12.42	3.24		
250	Passekeag	7.08	7.50		5.45	12.45	3.28		
254	Hampton	7.17	8.00		5.55	1.03	4.00		
259	Nauwigewauk	7.29	8.13		6.07	1.20	4.20		
264	Quispamsis	7.42	8.26		6.19	1.40	4.45		
267	Rothsay	7.50	8.33		6.26	1.50	5.30		
269	Riverside	7.55	8.37			1.56	5.38		
270	Torryburn	7.58	8.41			2.00	5.42		
272	Brookville	8.03	8.45			2.06	5.50		
273	Coldbrook	8.06	8.47			2.09	5.54		
276	St. John, arrive	8.13	8.55		6.50	2.20	6.05		

OATS, OATS, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

NORTH BRITISH CONDIMENT, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

EMPIRE FIRE AND MARINE INSURANCE INCORPORATION, JOSEPH CARMAN, AGENT, HALIFAX, N. S.

INTERCOLONIAL RAILWAY.

ST. JOHN AND HALIFAX.

JOSEPH CARMAN, IMPORTER CANADIAN AND AMERICAN PRODUCE, 28 BEDFORD ROW, HALIFAX, N. S.

Miles.	STATIONS.	Through Day Express.	Accommoda- tion to Mouc- ton and Fright to Halifax.	Freight.	Express.	Through Night Express.	Local Express.	Local Express.
0	St. John Leave	A. M. 8.40	A. M. 11.00	P. M. 2.30	P. M. 5.00	P. M. 10.30		
3	Coldbrook	8.47	11.12	2.42	5.08	10.37		
4	Brockville	8.50	11.15	2.46	5.11	10.40		
6	Torryburn	8.56	11.23	2.55	5.16	10.45		
7	Riverside	8.59	11.27	2.59	5.19	10.48		
9	Rothsay	9.03	11.35	3.06	5.25	10.53		
12	Quispamsis	9.11	11.46	3.18	5.33	11.01		
			P. M.					
17	Nauwigewauk . . .	9.24	12.04	3.38	5.45	11.15		
22	Hampton	9.37	12.22	4.00	5.57	11.30		
26	Passekeag	9.41	12.45	4.16	6.06	11.40		
27	Bloomfield	9.57	12.48	4.20	6.09	11.43		
33	Norton	10.05	1.10	4.44	6.23	11.57		
			A. M.					
39	Apohaqui	10.20	1.30	5.08	6.40	12.11		
44	Sussex, arrive		1.45	5.30	6.52			
	" leave	10.32	2.00	6.25		12.30		
47	Plumweseeep . . .							
51	Penobsquis	10.52	2.23	6.53		12.47		
60	Anagance	11.13	2.58	7.30		1.09		
66	Petitcodiac	11.27	3.30	8.10		1.24		
71	Pollet River	11.37	3.46	8.30		1.36		
76	Salisbury	11.47	4.20	9.05		1.48		
79	Boundry Creek . .	11.54	4.53	9.17				
			P. M.					
89	Moncton, arrive	12.20	5.30	10.00		2.20		
	" leave	12.40	5.50			3.10		
91	Humphrey							
97	Painsec, arrive	12.58	6.20			3.30	P. M.	P. M.
0	Painsec, leave		6.25				1.10	3.55
5	Dorchester Road . .		6.45				1.22	4.07
9	Shediac		7.10				1.33	4.18
11	Point DuChene . .		7.18				1.40	4.25
97	Painsec J'N, Dep.	1.03	7.40			3.30		
102	Meadow Brook . . .	1.14						
109	Memramcook	1.31	8.50			4.10		
117	Dorchester	1.50	9.30			4.20		

FIRE AND MARINE RISKS TAKEN, JOSEPH CARMAN, AGENT, 28 BEDFORD ROW, HALIFAX, N. S.

JOSEPH CARMAN, PRODUCE MERCHANT AND INSURANCE AGENT, 28 BEDFORD ROW, HALIFAX, N. S.

INTERCOLONIAL RAILWAY.

ST. JOHN AND HALIFAX.

Miles.	STATIONS.	Through Day Express.	Accommoda- tion and Freight to Halifax	Freight.	Express.	Through Night Express.	Local Express.	Local Express.
	Leave	A. M.	P. M.			P. M.		
129	Sackville	2.23	10.30			4.50		
132	Aulac	2.31	10.45			4.58		
138	Amherst, arrive	2.45	11.30			5.12		
	" leave	A. M.						
143	Nappan	3.00	12.10			5.25		
146	Maccan	3.10	12.30			5.35		
150	Athol	3.16	12.42			5.41		
155	Spring Hill	3.24	12.58			5.49		
163	Salt Springs	3.34	1.25			6.00		
166	River Philip	3.49	1.53			6.14		
169	Oxford	3.57	2.10			6.22		
173	Thomson	4.03	2.22			6.26		
180	Greenville	4.08	2.22			6.26		
186	Wentworth	4.11	2.38			6.34		
190	Folleigh Lake	4.27	3.01			6.48		
198	Londonderry	4.42	3.21			7.00		
203	Ishgonish	4.52	3.36			7.10		
207	Debert	5.12	4.20			7.30		
215	Truro arrive	5.22	4.40			7.40		
	" leave	5.30	4.55			7.48		
219	Johnson	5.45	5.20	A. M.	A. M.	8.05	P. M.	
223	Brookfield	6.00	5.45	10.50	6.30	8.20	12.20	
228	Polly Bog	6.08	6.01	11.06	6.39		12.29	
232	Stewiacke	6.16	6.17	11.22	6.48	8.38	12.38	
		6.27	6.37	11.42	6.58	8.50	12.49	
		6.37	7.15	11.58	7.08	9.00	12.59	
		P. M.						
237	Shubenacadie	6.47	7.50	12.18	7.19	9.11	1.11	
241	Milford	6.55	8.06	12.34	7.28	9.20	1.20	
246	Elmsdale	7.05	8.26	12.50	7.39	9.36	1.32	
248	Enfield	7.09	8.34	12.58	7.44	9.40	1.37	
251	Oakfield	7.15	8.46	1.10	7.51	9.46		
253	Grand Lake	7.20	8.54	1.18	7.56			
255	Wellington	7.24	9.20	1.30	8.01	9.54	1.54	
263	Windsor Jun. arrive	7.40	9.50	2.00	8.21			
	" leave	7.42	10.22	2.20	8.24	10.10	2.10	
265	Rocky Lake		10.30		8.33			
268	Bedford	7.53	10.42	2.35	8.45	10.21	2.20	
272	Four Mile House	8.03	10.58	2.47	8.55		2.30	
276	Halifax arrive	8.15	11.12	3.00	9.05	10.40	2.40	

JOSEPH CARMAN, PRODUCE MERCHANT AND INSURANCE AGENT, 28 BEDFORD ROW, HALIFAX, N. S.

JOSEPH CARMAN, IMPORTER CANADIAN AND AMERICAN PRODUCE, 28 BEDFORD ROW, HALIFAX, N. S.

FIRE AND MARINE RISKS TAKEN, JOSEPH CARMAN, AGENT, 28 BEDFORD ROW, HALIFAX, N. S.

INTERCOLONIAL RAILWAY.

MONCTON AND REVIERE DU LOUP.

Miles.	STATIONS.	Going North.				Miles.	STATIONS.	Going South.							
		Through	Express.	Accom-	modation.			Through	Express.	Accom-	modation.				
		A.	M.	P.	M.			P.	M.	P.	M.				
0	Moncton.....	2	10	12	15	0	Reviere Du Loup.....	12	55	1	45				
8	Berry's Mills.....	2	35	12	39	6	Cacouna.....	1	06	2	03				
19	Canaan.....			1	12	9	St. Arsene.....	1	11	2	12				
28	Coal Branch.....			1	45	17	Isle Verte.....	1	26	2	36				
37	Weldford.....	3	30	2	17	27	Trois Pistoles.....	{	Arr.	1	45	3	05		
43	Ferris.....			2	50				Dep.	2	00	3	25		
57	Forest.....			3	17	36	St. Simon.....			2	18	3	50		
68	Barnaby River.....			3	50	46	St. Fabien.....			2	36	4	18		
72	Chatham Junction.....			4	02	55	Bic.....			2	54	4	43		
78	Miramichi.....	{	Arr.	4	50	66	Rimouski.....			3	15	5	16		
88	Beaver Brook.....					Dep.	4	35	76	St. Luce.....			3	35	5	42
99	Bartibogue.....			5	07	84	St. Flavie.....	{	Arr.			6	05		
109	Red Pine.....			5	42					Dep.	3	50	6	10	
122	Bathurst.....			6	12	93	St. Octave.....			4	17	6	46		
134	Petite Roche.....			7	00	103	Tartague.....			4	47	7	26		
142	Belledune.....			7	36	113	Sayabec.....			5	17	8	06		
151	Jacquet River.....			8	00	120	Cedar Hall.....			5	38	8	34		
160	New Mills.....			7	10	128	Amqui.....			6	04	9	06		
166	Charlo.....			8	55	141	Causapscal.....			6	43	9	58		
176	Dalhousie.....			9	35	156	Assametquaghan.....			7	28	10	58		
185	Cambellton.....	{	Arr.	8	00	166	Mill Stream.....			7	55	11	40		
				Dep.	10	05									
				8	15	10	32						A. M.		
				8	30	11	00	176	Metapediac.....			8	15	12	00
				A.	M.										
				12	00	189	Campbellton.....	{	Arr.			8	40	12	40
				9	10					Dep.	8	55	5	15	
198	Metapediac.....			9	10	12	33	198	Dalhousie.....			9	11	5	42
208	Mill Stream.....			9	40	1	06	208	Charlo.....			9	30	6	12
218	Assametquaghan.....			10	25	1	54	214	New Mills.....					6	30
233	Causapscal.....			11	04	2	37	223	Jacquet River.....					7	15
246	Amqui.....			11	28	3	03	232	Belledune.....					7	42
254	Cedar Hall.....			11	49	3	26	240	Petite Roche.....					8	06
261	Sayabec.....			P.	M.			252	Bathurst.....	{	Arr.			8	40
271	Tartague.....			12	19	3	59					Dep.	10	55	8	47
281	St. Octave.....			12	50	4	32	265	Red Pine.....					9	26
290	St. Flavie.....	{	A t.	1	15	5	00	275	Bartibogue.....					9	56
298	t. Luce.....			Dep.	1	20	5	10	286	Beaver Brook.....					10	26
308	Rimouski.....			1	36	5	30							11	00
319	Bic.....			1	50	5	55	296	Miramichi.....	{	Arr.	A.	M.	11	00
328	St. Fabien.....			2	18	6	22					Dep.	12	00	11	15
338	St. Simon.....			2	36	6	44	302	Chatham Junction.....					11	35
347	Trois Pistoles.....	{	Arr.	2	56	7	09	306	Barnaby River.....					11	47
365	Isle Verte.....			Dep.	3	14									
367	St. Arsene.....			3	25	7	31	317	Forest.....					12	20
368	Cacouna.....			3	45	7	56	326	Ferris.....					12	47
374	Rivier Du Luop.....			4	00	8	16	337	Weldford.....					1	20
				4	05	8	24	346	Coal Branch.....					1	45
				4	15	8	40	355	Canaan.....					2	15
								366	Berry's Mills.....			2	35	2	48
								374	Moncton.....			2	50	3	15

Trains between Moncton and Reviere Du Loup are run by Quebec time.

PORK, JOWLS, PIGS' FEET, ETC., AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

FIRE AND MARINE RISKS TAKEN, JOSEPH CARMAN, AGENT, 28 BEDFORD ROW HALIFAX, N. S.

NORTH BRITISH CONDIMENT, AT JOSEPH CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

INTERCOLONIAL RAILWAY.

MONCTON AND REVIERE DU LOUP.

Miles.	STATIONS.	Going East.				Miles.	STATIONS.	Going West.			
		Express.	Freight.	Freight.	Stellart'n			Freight.	Express.	Express.	Stellart'n
		A. M.	P. M.	P. M.	A. M.			A. M.	P. M.	P. M.	P. M.
0	Truro, Leave	11 05	5 20	7 30		0	Pictou, Leave	.....	9 45	2 55	5 00
4	Valley	11 15	5 36	7 40		1	Pictou Landing ..	6 50	10 00	3 05	5 10
9	Union	11 28	5 56	7 52		9	New Glasgow	7 20	10 20	3 25	5 30
13	Riversdale	11 38	6 12	8 02		12	Stellarton	7 32	10 28	3 33	5 40
21	West River	11 58	6 44	8 22		17	Hopewell	7 52	10 40	3 46	
		P. M.				24	Glengarry	8 20	10 57	4 04	
28	Glengarry	12 16	7 12	8 38		31	West River	8 48	11 14	4 22	
35	Hopewell	12 34	7 40	8 54		39	Riversdale	9 20	11 38	4 42	
40	Stellarton	12 47	8 00	9 01	8 45	43	Union	9 36	11 46	4 52	
43	New Glasgow	12 54	8 20	9 13	8 55			P. M.			
51	Pictou Landing ..	1 15	8 53	9 33	9 15	48	Valley	9 56	12 00	5 05	
52	Pictou	1 25	9 00	9 25		52	Truro, Arrive	10 12	12 10	5 15	

SPECIAL NOTICE.—Through express trains between Halifax St. John and Quebec will stop at booking stations regularly, and at flag stations (which are marked thus*) when signalled, or when there are passengers to be set down.

Through express trains, to and from Halifax, St. John and Quebec, with pulman sleeping cars will run daily.

CONNECTIONS.

Trains will leave Halifax for Pictou at 8.25 A. M., and 4.45 P. M. Trains from Pictou to Halifax will leave at 9.45 A. M., and 2.55 P. M. The one leaving at 9.45 A. M. connects with the steamboats from Charlottetown. Train from Point Du Chene at 12.25 P. M., connects at Painsec Junction with "Day Express" for Halifax, and train from Point Du Chene at 3.05 P. M., connects at Painsec Junction with "Day Express" for St. John. Connections are also made with "Day Express" trains from St. John and Halifax at Painsec Junction for Point Du Chene. Close connections are made with Grand Trunk Railroad at Quebec for all points east and west. Connections are made at Windsor Junction with the trains of the Windsor and Annapolis Railway. At Shubenacadie with stages for Maitland, Gay's River and Musquodibit. At New Glasgow with stages for Antigonish, Strait of Canso, Sydney, Cow Bay, St. Peter's, and all parts of Cape Breton, also for Guysboro' and Sherbrooke. And at Pictou, during season of navigation, with steamers to and from Charlottetown, Georgetown and Summerside, P. E. I., and for Port Hood and Hawkesbury, N. S.; also with steamers for Quebec, Montreal and Ports on the St. Lawrence. At Debert with stages for Great Village, Economy and Five Islands. At Londonderry with stages for Acadia Iron Mines. At Wentworth with stages for Wallace, Pugwash and Tatamagouche. At Thomson with stages for Pugwash and Westchester. At Athol with stages for Parsboro'. At Macan with stages for Joggins and Minudie. At Aulac with stages for Baie Verte and Cape Foventine. At Shediac with stages to and from Cocagne, Buctouche and Richibucto. At Point Du Chene during season of navigation, with steamers of the "Prince Edward Island Steam Navigation Company" to and from Charlottetown, in Prince Edward Island, and Canso and Port Hood and other places in Nova Scotia. "The Quebec and Gulf Ports Steamship Company's" steamers to and from Montreal, Quebec and all ports on the St. Lawrence, also connect during the summer months. At Moncton with stages for Hillsboro', Hopewell, Albert Mines and Harvey. At Pictou with stages to and from Butternut Ridge and Pictou River. At St. John with the trains of the Consolidated European and North American Railway for Fredericton, Woodstock, St. Stephen, St. Andrews, Calais, Houlton, Bangor, Deauville Junction, Montreal, Quebec, Augusta, Portland, Boston and New York. Also, with steamers of the International Steamship Company to and from Eastport, Portland and Boston.

WHITESIDE'S PATENT SPRING BEDS.

HUTCHINGS & CO.,

95 Germain Street, - - Nearly Opposite Trinity Church.

SAINT JOHN, N. B.

FIRE AND MARINE RISKS TAKEN, JOSEPH CARMAN, AGENT, 28 BEDFORD ROW HALIFAX, N. S.

PORT, JOWLS, PIGS' FEET, ETC., J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

TIME TABLE.—Halifax to St. John.

Mile.	STATIONS.	Exp.	Pass.	Pass.
		Daily.	M. W. F.	Daily.
	Leave	A. M.	A. M.	P. M.
0	Halifax	8 00	9 15	3 00
4	Four Mile House		9 20	3 15
8	Bedford	8 22	9 43	3 30
11	Rocky Lake	8 30		
13	Windsor Junction	8 35	10 35	3 55
16	Beaver Bank	8 43	10 47	4 06
26	Mount Uniacke	9 08	11 25	4 43
33	Stillwater	9 27	11 53	5 08
36	Ellershouse	9 35	12 05	5 20
39	Newport	9 43	12 18	5 33
42	Three Mile Plains		12 30	
45	Windsor	10 02	1 00	6 15
47	Falmouth	10 07	1 09	6 24
50	Mount Denson			6 34
52	Hantsport	10 21	1 28	6 40
57	Avonport	10 34	1 48	6 56
59	Horton Landing	10 39	1 56	7 04
60	Grand Pre	10 42	2 01	7 08
63	Wolfville	10 50	2 17	7 18
65	Port Williams	10 55	2 26	7 27
70	Kentville	11 25	3 25	7 45
75	Coldbrook	11 38	3 44	
77	Cambridge	11 42	3 53	
79	Waterville	11 47	4 15	
82	Berwick	11 55	4 26	
87	Aylesford	12 08	4 47	
89	Morden Road		4 55	
94	Kingston	12 26	5 13	
98	Wilmot	12 36	5 29	
101	Middleton	12 44	5 41	
107	Lawrencetown	12 59	6 04	
110	Paradise	1 07	6 16	
115	Bridgetown	1 20	6 36	
122	Roundhill	1 37	7 03	
129	Annapolis	1 55	7 30	
147	Digby (by steamer)			
190	St. John	8 00		
		P. M.	P. M.	

Passengers leaving Halifax or other stations by express trains on Tuesdays, Thursdays and Saturdays, arrive in St. John, N. B., the same evening and can proceed from St. John by the splendid steamers of the International Steamship Co., on Mondays, Wednesdays and Fridays at 8 a. m., for Eastport, Portland, Boston and all places West, and Canada; or by E. & N. A. Ry. Trains, at 8 p. m. daily, for Bangor, Portland and Boston, and all parts of the United States and Canada.

Fifteen minutes for dinner at Kentville.

CONNECTIONS.

At Windsor Junction with trains of the Intercolonial Railway daily, at 8.56 a. m., 5.17 p. m., 6.22 p. m., and 7.42, p. m. At Newport with stages for Brooklyn daily. At Windsor with steamer for Parrsborough and Ports on the Basin of Minas. At Port Williams with stages for Canning daily. At Kentville with stages for Chester, on Mondays and Thursdays. At Annapolis with steamer "Empress," for Digby and St. John, on Tuesdays Thursdays and Saturdays, with Kilcup's stage for Liverpool, daily at 8 p. m., and with stages for Digby and Yarmouth daily.

MIDDLEINGS, MIDDLEINGS, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

TORONTO FLOUR, FEED, AND PROVISION DEPOT, 28 BEDFORD ROW, HALIFAX, N. S.

BACON, HAMS, SHOULDERS, AT CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

TIME TABLE.—St. John to Halifax.

Min.	STATIONS.	Pass. Daily.	Pass. T. T. S.	Exp. Daily.
	Leave	A. M.	A. M.	A. M.
	St. John (by steamer)	. .	. .	8 00
	Digby . . . . .	. .	. .	. .
0	Annapolis . . . . .	. .	6 15	2 10
7	Roundhill . . . . .	. .	6 40	2 23
15	Bridgetown . . . . .	. .	7 05	2 43
19	Paradise . . . . .	. .	7 26	2 56
22	Lawrencetown . . . . .	. .	7 39	3 04
28	Middleton . . . . .	. .	8 05	3 18
31	Wilmot . . . . .	. .	8 17	3 25
35	Kingston . . . . .	. .	8 35	3 34
40	Morden Road . . . . .	. .	8 55	. .
42	Aylesford . . . . .	. .	9 08	3 53
47	Berwick . . . . .	. .	9 28	4 05
50	Waterville . . . . .	. .	9 45	4 14
52	Cambridge . . . . .	. .	9 55	4 19
54	Coldbrook . . . . .	. .	10 05	4 23
59	Kentville	6 30	11 10	4 45
64	Port Williams	6 50	11 32	4 59
66	Wolfville	6 57	11 41	5 04
69	Grand Pre	7 09	11 54	5 12
70	Horton Landing	7 13	11 59	5 15
72	Avonport	7 21	12 08	5 19
77	Hantsport	7 39	12 29	5 33
79	Mount Denson	7 46	. .	. .
82	Falmouth	7 56	12 52	5 47
84	Windsor	8 20	1 15	5 55
87	Three Mile Plains . . . . .	. .	1 27	. .
90	Newport	8 42	1 40	6 10
93	Ellershouse	8 56	1 54	6 18
96	Stillwater	9 27	2 08	. .
103	Mount Uniacke	9 50	2 36	6 42
113	Beaver Bank	10 23	3 16	7 04
116	Windsor Junction.	10 40	3 45	7 15
118	Rocky Lake . . . . .	. .	. .	. .
121	Bedford	11 00	4 00	7 30
125	Four Mile House	11 15	4 15	. .
129	Halifax	11 30	4 30	7 55
			P. M.	P. M.

The "Empress" will leave her wharf, Reed's Point, St. John, at 8 a. m., on Mondays, Wednesdays and Fridays, connecting at Annapolis with express trains for Halifax, and returns from Annapolis on Tuesdays, Thursdays and Saturdays. Close connection is also made at St. John with the trains of the E. & N. A. Railway and steamers of the International Line. Passengers purchasing through tickets can have their baggage checked through and transferred at St. John and Annapolis free of charge.

Ten minutes for tea at Kentville.

CHEAP SATURDAY EXCURSIONS FROM HALIFAX.

To accommodate parties desirous of spending a day in the country, arrangements have been made for the issue of cheap excursion tickets from Halifax every Saturday during the summer months, available to return on day of issue or the following Monday, at the undermentioned fares:—

Halifax to Windsor and back	. . . . . \$1 80	Halifax to Aylesford and back	. . . . . \$3 50
" Hantsport "	. . . . . 2 15	" Middleton "	. . . . . 4 00
" Wolfville "	. . . . . 2 55	" Bridgetown "	. . . . . 4 55
" Kentville "	. . . . . 3 50	" Annapolis "	. . . . . 5 00

These Tickets are issued at the Company's office, 126 Hollis Street, and at Richmond Depot.

TORONTO FLOUR, FEED, AND PROVISION DEPOT, 28 BEDFORD ROW, HALIFAX, N. S.

BACON, HAMS, SHOULDERS, AT CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

POK JOWLS, PIGS' FEET, ETC., AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

Boston, and all parts of the United States and Canada.

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WINDSOR AND ANNAPOLIS RAILWAY.

CONDENSED TIME TABLE.—Halifax to St. John, Portland, Boston, New York, Montreal, Ottawa, Chicago, etc.

FARES AND DISTANCES.

Frs.	Mls.	Express.	Route.	STATIONS.		Route.	Express.
		a. m. 8 00	Windsor & Annapolis Railway.	Leave	Halifax.	Arrive	7 55
90 c.				"	Windsor.	Leave	5 55
1 35	45	10 02		"	Kentville.	"	4 45
2 10	70	11 25					p. m. 2 10
3 75	129	1 55		Arrive	Annapolis.	"	a. m. 8 00
5 00	190	8 00		"	St. John.	"	
5 00	190	a. m. 8 15	E. & N. A. R. R.	Leave	St. John.	Arrive	p. m. 7 15
9 90	396	p. m. 7 02		Arrive	Bangor.	Leave	a. m. 7 35
9 90	396	p. m. a. m. 8 00 7 40	M. C. & E. R. R.	Leave	Bangor.	Arrive	p. m. a. m. 7 30 6 30
11 75	533	a. m. p. m. 1 45 1 30		Arrive	Portland,	Leave	a. m. p. m. 1 20 12 35
13 00	641	p. m. a. m. 6 15 5 15	M. C. & E. R. R.	Arrive	Boston,	Leave	a. m. p. m. 9 00 8 00
19 00	877	p. m. a. m. 4 24 5 16		Arrive	New York.	Leave	p. m. a. m. 9 00 10 00
9 90	396	7 40 a. m.	Maine Central and Grand Trunk Ry.	Leave	Bangor,	Arrive	7 30 p. m.
11 75	531	1 40 p. m.		"	Portland	"	1 45 "
11 75	505	2 40 "		"	Danville Junc.	Leave	2 52 "
21 20	795	6 55 a. m.		Arrive	Quebec.	"	7 30 "
19 50	775	6 30 "		"	Montreal.	"	0 00 "
23 75	939	4 10 p. m.		"	Ottawa.	"	12 00 "
23 80	1108	11 15 "		"	Toronto.	"	7 00 a. m.
25 50	1339	10 05 a. m.		"	Detroit	"	5 45 p. m.
31 75	1617	8 00 p. m.		"	Chicago.	"	9 00 a. m.
1 35	45	8 00 a. m.	W. & A. R.	Leave	Halifax.	Arrive	7 55
2 10	70	10 02		"	Windsor.	"	5 55
3 75	129	11 25		"	Kentville.	"	4 45
5 00	190	1 55 p. m.		Arrive	Annapolis.	"	2 10 p. m.
5 00	190	8 00		"	St. John	Leave	8 00 a. m.
5 00		8 00 a. m.	International Steamship Co.	Leave	St. John.	International Steamship Co.	Leave
6 00		1 00 p. m.		Arrive	Eastport		Boston,
6 50		3 00		"	Calais		Monday,
6 50		2 00		"	St. Andrews		Wednesday
8 00		5 00 a. m.		"	Portland		and
9 00		2 00 p. m.		"	Boston		Friday at
13 60		6 00 a. m.		"	New York, via Fall River		8 a. m.
13 10		6 00		"	" " Stonington		

CANADIAN CHOPPED FEED, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

FLOUR, OATMEAL, CORN MEAL, AT JOSEPH CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

MIDDINGS, MIDDINGS, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

EUROPEAN & NORTH AMERICAN RAILWAY.

B. E. SMITH, - - Trustee.

Distance from Bangor.	Stations and Sidings.	Trains going East.							
		B. & P. Freight.	Way Freight.	St. John Freight.	Mattamora Night.	Oldtown Acc'm'd.	Milford Acc'm'd.	St. John Express.	
		P. M.	A. M.		P. M.	P. M.	A. M.	A. M.	
0	Bangor M. C. Depot.....				7 50			7 30	
5	Exchange Street.....	4 00	6 00		8 00	5 05	11 45	7 50	
4 8	Veazie.....				8 15	5 23	12 00	8 02	
7 6	Basin Mills.....					5 37	12 12		
8 0	Eight Mile Siding.....					5 40		8 15	
8 4	Orono.....				8 26	5 45	12 18	8 17	
8 8	Webster.....					5 48	12 22		
11 5	Great Works.....					6 00	12 32	8 27	
12 6	Oldtown.....	4 40	7 00		8 42	6 05	12 40	8 35	
13 4	Milford.....		7 20		8 50		12 45	8 43	
18 3	Costigan.....		7 45					8 53	
23 0	Greenbush.....		8 08					9 03	
26 7	Olanon.....		8 33		9 30			9 15	
30 8	Passadumkeag.....		8 53					9 25	
35 5	Enfield.....		9 37					9 37	
40 5	South Lincoln.....								
44 8	Lincoln.....		10 25		10 20			10 00	
46 4	Lincoln Centre.....		16 45		10 30			10 08	
50 5	South Winn.....								
55 5	Winn.....		11 35		11 06			10 30	
58 0	Mattawamkeag.....		12 00		11 15			10 40	
66 2	Kingman.....		12 55					11 04	
69 0	Crossantic.....								
75 5	Wytovitlock.....								
79 0	Bancroft.....							11 36	
88 0	Danforth.....		2 35					12 05	
93 0	Eaton.....		3 10					12 17	
97 5	Forest.....		3 35					12 30	
101 8	Tomah.....							12 43	
106 9	Wilderness.....								
109 0	Lambert Lake.....								
114 0	Vanceboro.....		5 15	A. M.				1 20	
120 0	McAdam Junction.....			5 00				1 55	
129 0	Maguadavie.....			6 00				2 30	
133 5	Prince William.....			6 42				2 42	
139 0	Harvey.....			7 23				2 57	
144 2	Cork.....			7 45				3 12	
156 0	Tracy.....			8 35	A. M.			3 44	
159 5	Fredericton Junction.....			8 55	8 00			3 55	
163 8	Blissville.....			9 16	8 10			4 06	
167 0	Hoyt.....			9 37	8 17			4 14	
169 8	Enniskillen.....			10 07	8 24			4 23	
172 5	Casperaux.....			10 23	8 31			4 30	
175 8	Clarendon.....			10 39	8 39			4 40	
180 0	Welsford.....			10 56	8 48			4 52	
185 8	Nerepis.....			11 26	9 01			5 06	
190 0	Westfield.....			11 56	9 12			5 17	
194 0	Grand Bay.....			12 05	9 24			5 30	
197 5	Sutton.....			12 20	9 32			5 36	
199 2	South Bay.....			12 31	9 38			5 44	
201 5	Fairville.....			12 40	9 45			5 50	
205 0	Carleton.....			1 00	10 00			6 05	
205 5	St. John.....				10 20			6 30	

FLOUR, OATMEAL, CORNMEAL, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

MIDDINGS, MIDDINGS, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

FLOUR, OATMEAL, CORN MEAL, AT JOSEPH CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

EUROPEAN & NORTH AMERICAN RAILWAY.

B. E. SMITH, - - Trustee.

CANVASSED BACON AND SHOULDERS, ETC., AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

Distance from St. John	Stations and Sidings.	Trains going West.						
		Bangor Express.	Oldtown Morning.	Bangor Acc'd.	Fred. Acc'd.	Vanceboro Freight.	Way Freight.	P. & P. Freight.
		A. M.			P. M.	P. M.		
0	St John	8 15			4 30	1 15		
5	Carleton	8 20			4 31	1 16		
4 0	Fairville	8 35			4 43	1 35		
6 3	South Bay	8 42			4 50	1 46		
8 0	Sutton	8 50			4 58	1 57		
11 5	Grand Bay	8 59			5 05	2 13		
15 5	Westfield	9 12			5 17	2 34		
19 7	Nerepis	9 23			5 30	2 56		
25 5	Welsford	9 39			5 47	3 25		
29 7	Clarendon	9 50			5 57	3 47		
33 0	Gaspereaux	9 58			6 07	4 04		
35 7	Enniskillen	10 07			6 16	4 23		
38 5	Hoyt	10 15			6 23	4 42		
41 7	Blissville	10 24			6 33	4 54		
46 0	Fredericton Junction	10 37			6 45	5 15		
49 5	Tracy	10 46				5 27		
61 3	Cork	11 21				6 15		
66 5	Harvey	11 36				6 37		
72 0	Prince William	11 51				7 00		
76 5	Magaguadavic	12 05				7 25		
85 5	McAdam Junction	12 45				8 30	A. M.	
91 5	Vanceboro	1 20				8 50	6 20	
96 5	Lambert Lake							
98 6	Wilderness							
103 7	Tomah	1 55						
108 0	Forest	2 08					8 15	
112 5	Eaton						8 40	
117 5	Danforth	2 35					9 10	
126 5	Bancroft	2 57						
130 0	Wytopitlock							
136 5	Crossunton							
139 3	Kingman	3 40			A. M.		11 04	
147 5	Mattawamkeag	4 04			4 30		12 00	
150 0	Winn	4 12			4 37		12 30	
155 0	South Winn							
159 1	Lincoln Centre	4 36			5 02		1 18	
160 7	Lincoln	4 45			5 10		1 43	
165 0	South Lincoln							
170 0	Enfield	5 07					2 35	
174 7	Passadumkeag	5 17					3 09	
178 8	Olamon	5 32			6 05		3 44	
182 5	Greenbush	5 42					4 08	
187 2	Costigan	5 52					4 33	
192 1	Millord	6 05	A. M.	P. M.	6 50		4 58	A. M.
192 9	Oldtown	6 15	7 40	2 00	7 00		5 15	9 40
194 0	Grent Works	6 24	7 50	2 04				
196 7	Webster		8 05	2 13				
197 1	Orono	6 36	8 10	2 16	7 14			
197 5	Eight Mile Siding		8 15				5 40	
197 9	Basin Mills		8 20	2 20				
200 7	Veazie	6 48	8 40	2 30				
205 0	Exchange Street	7 02	9 00	2 45	7 38		6 15	10 20
205 5	Bangor, M. C. Depot	7 05			7 40			

JOSEPH CARMAN, IMPORTER CANADIAN AND AMERICAN PRODUCE, HALIFAX, N. S.

Agent.

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Freight.
B. & P.
Freight.

JOSEPH CARMAN, IMPORTER CANADIAN AND AMERICAN PRODUCE, HALIFAX, N. S.

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BOSTON, HALIFAX,

AND

PRINCE EDWARD ISLAND.

The Steamships

"CARROLL" & "WORCESTER,"

Run weekly between BOSTON, HALIFAX and CHARLOTTE-TOWN, calling at PORT HAWKESBURY.

One of the above Steamers leaves Boston every SATURDAY, arriving in Halifax on MONDAY, and proceeds to Charlottetown same day. Returning, leaves Charlottetown on THURSDAY, Halifax on SATURDAY, arriving in Boston on MONDAY.

J. F. PHELAN, Agent.

HALIFAX, PORTLAND, BOSTON, NEW YORK and the CANADAS

THE STEAMSHIP

FALMOUTH,

Leaves Halifax every Thursday at 8.30 P. M., on arrival of the Intercolonial Train from Pictou,

For Portland, connecting on arrival with the GRAND TRUNK RAILWAY, for all parts of CANADA, with EASTERN RAILROAD for BOSTON (Pulman Midnight Train arriving at 2 A. M.), and all points South and West. The cars of this road are on the wharf on arrival of Steamer. Returning, leaves Portland every SATURDAY, at 4.30 P. M.

GEO. P. BLACK, Agent,

Dominion Wharf.

ANCHOR LINE. TRANSATLANTIC STEAMSHIP CO.

First-Class Steamers of this Line sail regularly every Saturday, carrying United States Mails to and from New York and Glasgow. Passengers booked to and from all parts at lowest rates. Full satisfaction in speed, safety and comfort guaranteed.

HENDERSON BROTHERS, Agents
7 BOWLING GREEN, NEW YORK.

Steamers of this Line also sail Regularly from
GLASGOW & LIVERPOOL,
and Spring and Fall from
London to Halifax N. S., & St. John N. B.

Taking Freight at Special Through Rates for all parts of the Maritime Provinces, and take return Freight for

Glasgow, London, Liverpool,

And all Continental Ports at through rates. Passengers taken on reasonable terms.

SCAMMELL BROS., Agents, - - ST. JOHN, N. B.

T. A. S. DEWOLF & SON,

AGENTS.

HALIFAX, N. S.

T. A. S. DeWOLF & SON,

(ESTABLISHED 1852.)

HALIFAX, N. S.

COMMISSION MERCHANTS,

SHIP BROKERS,

AND

GENERAL AGENTS.

AGENTS FOR

ANCHOR LINE STEAMSHIP COMPANY.

THOMAS A. S. DeWOLF.

CHARLES F. DeWOLF.

CABLE ADDRESS: DeWOLF'S, HALIFAX.

EXPRESS LINE.

STEAMER "ROTHESAY."

For Fredericton.

Until further notice the Steamer "Rothesay" will leave Indiantown for Fredericton and Intermediate landings every Monday, Wednesday and Friday morning at 7 o'clock.

Returning, will leave Fredericton every Tuesday, Thursday and Saturday morning at 7 o'clock.

Connection made at Fredericton with New Brunswick Railway to Woodstock, Tobique, Fort Fairfield and Intermediate Railway Stations.

Tickets for sale on board the steamer and at the office of the Express Line, at a reduced rate.

Through tickets for Portland and Boston via International Steamship Line, for sale on board steamer at a reduced rate.

Return tickets at one fare will be issued to resident clergymen and delegates on application to this office.

Freight received at the warehouse at Indiantown by a careful agent, who is always in attendance.

ENOCH LUNT & SONS, - - 41 Dock Street.
SAINT JOHN.

OIL CAKE, OIL CAKE, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

RATTLING, ROARING WILLIE.

RATTLING, ROARING WILLIE, an ancient Border minstrel, as a well-known character in the south of Scotland, in the time of James V. His hilarious title, Sir Walter Scott supposes, was derived from his bullying disposition; but, we humbly think, is not precisely the term which the great novelist ought to have employed on the occasion. It rather does Willie an injustice; for, although, according to Johnson, bully means no more than a noisy, quarrelsome person, yet usage has associated with it a certain degree of cowardice; and we were apt to look on a bully as a vain-glorious fellow, who is much more ready with his tongue than his hands. Now, this was by no means the case with Willie. He certainly was a rattling, roaring boy, as described by his soubriquet: but he was no craven—very far from it. He could drink and fight with any man that ever handled cup or cudgel; and was at all times as ready to bite as to bark. Indeed, it was his pugnacious disposition that ultimately caused his destruction. He killed, in a duel, which was fought with swords, one of his own profession, with whom he had quarrelled: and for this was, most iniquitously we think, if we are rightly informed of the case, hanging at Jedburgh.

Our intention at present, however, is, not to enter into a defense of Willie's character, which we suspect must now be left to shift for itself, but to relate an adventure of his which is not very generally known.

Our 'jovial harper' once took it into his head to treat himself to a tramp through Fife, to see what kind of ale they brewed on the other side of the Frith, and, generally, to see what sort of living he might pick up there. Having come to this resolution, Willie slung his harp on his back, took a stout cudgel in his fist, and, after partaking of a Hawick gill with a crony in the ancient little town from which the celebrated measure just spoken of takes its name, he started, and drank, and fought, and roared, and played his way through the country, till he arrived at the shore of Leith, where he intended ferrying over to Kinghorn. The ferry boat had just put off, when Willie reached the quay, all breathless and exhausted—for he had run every step of the way from Edinburgh, where he had stopped to refresh his inward man and; where he would have tarried much longer in the discharge of this important

TORONTO FLOCH, FEED, AND PROVISION DEPOT, 28 BEDFORD ROW, HALIFAX, N. S.

OIL CAKE, OIL CAKE, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

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duty, had he not been told that, if he did not make haste, he would certainly lose the boat. On perceiving the latter pulling away from the shore--Haud there! haud roared out Willie. Back, ye villains! and tak me owre; and I'll gie ye a stoup o' the best in Kinghorn."

Obedient to Willie's summons--the more so, perhaps, on account of the promise that was associated with it--the boatman put about, and the minstrel was taken on board, and in due time safely deposited on the opposite shore; where, having redeemed his pledge to the seaman, he started for the interior of the country; and, after a walk of some fifteen or twenty miles, which he had traversed with various success, he made up to a respectable looking house at a little distance from the road, where he proposed to seek quarters for the night.

The house alluded to was the residence of the laird of Whinnyhill, or Winnel, as he was more shortly called.

Being a total stranger in the place, Willie assumed a modesty of manner and quietness of demeanor which, it must be confessed, were not amongst the number of his natural failings; but he felt that he could not, with propriety, use the same freedom here that he did in his own part of the country, where he was well known to everybody. It was, therefore, with this sort of mock-modesty, that Willie appeared at the laird of Whinnyhill's gate, and sought a night's quarters from a person who happened to be standing at the said gate when he approached. This person was the laird himself.

"A night's quarters!" said the latter, in reply to Willie's request, and, at the same time, eyeing him archly, and exhibiting a degree of respect in his manner which Willie was grievously at a loss to understand--"that ye shall hae, sir--a score of them an' ye choose and the best that my puir hoose can afford, to the bargain." And after bestowing on his visitor another look of intelligence, which intimated a vast deal more than the latter could comprehend, the laird conducted him into the house. On entering, Willie made directly, and of his own accord, for his usual quarters in such cases--the kitchen; but this he did in direct opposition to the laird, who was conducting him towards his best apartment. On observing, however, that Willie insisted on taking the former course--

"Weel, weel, sir," he said, laughing, 'ye will hae yer joke oot, I see; but ye'll do me the honor' (this he said in a whisper) 'to join me ben the hoose when ye tire o' yer amusement?'

To this proposal, Willie, though perfectly at a loss to comprehend the meaning of all this extraordinary kindness, readily assented; but, in the meantime, proceeded to the destination which he had originally proposed to himself. Here he found assembled the domestic servants of the family--lads and lassies, to the num-

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FIRE AND MARINE RISKS TAKEN, JOSEPH CARMAN, AGENT, 28 BEDFORD ROW, HALIFAX, N. S.

JOSEPH CARMAN, PRODUCE MERCHANT AND INSURANCE AGENT, 28 BEDFORD ROW, HALIFAX, N. S.

JOSEPH CARMAN, IMPORTER CANADIAN AND AMERICAN PRODUCE, 28 BEDFORD ROW, HALIFAX, N. S.

of eight or nine. This was just what Willie wanted—an auditory; and he lost no time in giving them a taste of his calling. In ten minutes, he had the kitchen in an uproar with noise and laughter. He sang, danced, and played, pulled the girls about, till one and all declared they had never seen such a harumscarum chiel in all their lives. To all these various sources of entertainment, he added some of his best stories, which, as much from the sly and *pawky* manner in which they were told, as from their inherent humor were found to be irresistible; and the consequence was, that there was not one within hearing of them capable of doing anything else than laughing or listening to the sly narrator.

Willie, in short, as he always was, was triumphant. Amongst the merry minstrel's auditory on this occasion, was the laird himself; and none seemed more to enjoy the fun than he did, although there was all along in his manner that most unaccountable degree of respect for his guest, which had already marked his conduct towards him, and which the object of it had such difficulty in comprehending. If this circumstance, however, puzzled Willie, how much more was he confounded, when the laird whispered to to him, that, 'as they had now had plenty o' daffin, he would be glad of his company ben the hoose, where the guidewife had prepared a bit comfortable supper for them! it was in vain that Willie said, he "wad just remain where he was, and tak a mouthfu' along wi' the servants—that he was not in the habit of setting at gentlefolks' tables," &c. No excuses of this or any other kind would avail with the laird, who again bestowed on Willie one of those mysterious looks of intelligence which have been already alluded to, and insisted upon his accompanying him 'ben the hoose.' Finding that his host would take no denial, and perceiving, moreover, that it was at least all well meant. Willie at length followed the laird, and soon found himself seated at a plentiful board, with the 'guidewife' dressed in her best at the head.

Much, however, as all this surprised the jovial harper, it did not in the least disconcert him, or deprive him, in any degree, of the presence of mind and ready wit—shall we add impudence—that was natural to him. Diffidence, as has been already hinted, was no part of his character; and he, therefore, very soon found himself perfectly at ease in his unwonted situation, and joked away with the laird and his wife till the roof rang again with the laughter of the joyous party; but it was not till the bottle had been introduced and had made several rounds, that Willie began to shine forth in meridian splendor. The stimulating liquor had no sooner begun to operate than he broke out into the wild and obstreperous glee which so signally characterized him in his cups; and renewing (but now with double effect, in consequence of the drink he had swallowed, and the generally comfortable state in which he found

himself after an excellent supper) the part he had acted in the kitchen, he roared, and shouted, and sang, till the very rafters shook—slapped the guidwife on the sholders, and gripped the hand of the husband till he nearly squeezed the blood out of his finger ends.

Both the laird and his lady were delighted with their guest; and it is certain that he was no less pleased with them. As it got late, however, the former retired from the apartment, and left her husband and Willie to finish the night and the bottle by themselves—a task which they instantly set about with great zeal and good will. Cup followed cup with marvelous celerity, and with each the bonds of friendship between the revelers were drawn closer and closer. They grasped each other's hands in the fullness of their hearts, and joined together in the choruses of the bacchanalian ditties, with which Willie, from time to time, at once varied and enlivened the festivity of the evening. It must be remarked, however, that during the night the laird had more than once hinted to his guest that he knew more of him than he was perhaps aware of.

"However, let that flee stick to the wa'," he would add. "I'm no ane to spoil onybody's sport, much less yours. Only tak my advice, sir, and tak care o' yoursel, if ye be gaun through the Middlemass wood; for there's been twa or three loose-looking chields seen dodgin about there since yesterday mornin'."

"Ye ken mair o' me than I'm aware of, my honest-friend," said Willie, on the occasion alluded to, in reply to his host's hints and insinuations, and at the same time slapping him on the shoulder: "I weel believe that, for I'm weel kent in the south country; but bating the drap drink, and a sough about my hein rather fond o' the lassies, ye could hear nae ill o' me, I think."

"Oh, no sir—the ne'er a bit," replied his host; "nae ill ava. Thae two things just comprehend the very warst I ever heard o' ye."

"And as to the chields in the Middlemass wood, laird," continued Willie, "I'll tak my chance o' them, An' I should for-gather wi' them, I hae a bit airn here" (and he clapped his hand on his sword) "that has stood me in guid stead many a time before, and I'm willin to trust a guid dealt till't yet. I can either tak or gie a clour, when such things are gaun."

"Od, sir, but ye play yer character to the life!" shouted out the delighted laird. "I've seen twa or three maskins and mummins in my day, but confound me if ever I saw ane come up to ye! Ye haena said or dune a thing the nicht oot o' joint—a' clean and rich, as if ye had been at the trade a' yer life."

"The deil's in the man!" replied Willie in amazement, at the singularity of the laird's remarks, "and havena I been at it a' my life—ay, sin' I was nae bigger than a pint stoup?"

"Ah! ha! ha! very guid, very guid," roared out Whinnyhill.

'There's nae drivin ye into a corner, I see, sir. Here's to ye again, sir, and lang may ye be spared to amuse yerself and ither folk too!' Saying this, the laird, who was already within a trifle of being floored, turned over such another quantity of liquor as threatened to consummate the catastrophe.

His example was immediately followed by Willie, who, though far from being in a perfectly sound condition, was yet, from long practice, better able to stand his drink than his host. Still both were in such a state that it was impossible their carouse could go on much longer; and accordingly, by common consent, it soon after came to a close, but not, it must be observed, before they had finished every drop of drinkable liquor that stood before them. This accomplished, the laird, though his way was but a devious one, conducted the minstrel to his sleeping apartment, where he left him for the night; and here again the latter's surprise was excited; by finding that he had been shown into what was evidently the best bedroom in the house. The sheets were as white as a wreath of snow, while the bed itself was of the softest down, presenting to Willie a very striking contrast to the bundles of straw and coarse ragged mats which formed his usual couch during the peregrinations.

On observing this climax to the singularly kind treatment which he had met with in his present quarters, Willie flung himself down into a chair, and endeavored to think as well as he could over the events of the night, and to see if he could hit upon any plausible conjecture regarding the cause of the extraordinary hospitality that had been shown him; and, with a look of drunken gravity, he began thus to cogitate within himself.

'The deil hae me, but this beats a'! I've often heard the folk o' Fife were queer folk, and, by my faith, I find it true. But it's a' on the richt side. I wish I could find such queer folk everywhar I gaed to. Nae queer folk o' this kind in our part o' the country. Faith, Willie, lad, ye fell on yer feet whan ye cam here. The best in the house! Naething less, as I'm a sinner; and as much drink as '—here Willie hiccupped violently—"as any decent man wad wish to hae under his belt—that's no to be the waur o't; and, to crown a' a bed that nicht ser' the King himsel. This is what I cal treatin a man weel. And such a canty hearty cock o' a landlord too! I haena seen his match this mony a day, and I'm fear'd they're owre thin sawn for me to see't for mony a day to come.' And here Willie paused for a considerable time, to indulge in fancies which were either too profound or came too thick for utterance. At length, however, starting up from his reverie, having been unable, evidently, to make anything of his conjecture, 'I'm much obliged to him, at ony rate,' he muttered, 'and that's a' I can say about it.' And, immediately after, he tumbled into bed. Willie, however, had not lain here more than a minute, when his

BRAN, BRAN, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

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BACON, HAMS, AND SHOULDERS, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

attention was attracted by a low murmuring, as if of two persons in conversation in the adjoining apartment.

The partition, which was close by his ear, was of wood; and he found that, by listening attentively, he could gather pretty fully all that passed; and to this employment, therefore, he immediately betook himself, when he discovered that the laird and his wife were the speakers. The result of Willie's application on this occasion was his overhearing the following conversation. His own share of it, as it was of course interjectional and inaudible to the parties, we put within parentheses.

'But are ye sure it's him, John, after a'?' said the laird's better half.

('Him!—wha?' muttered Willie.)

'Sure that it's him, guidwife replied the laird, hiccupping at intervals as he spoke. 'Deil a doot's o' that! Did ye ever ken me mistaen in my life' when I said I was sure o' a thing? I kent him the moment I clapped my ee upon him, although I never saw him in my life before.'

('Did ye, faith?' here again interjected Willie who had no doubt that he himself was the subject of the conversation to which he was listening. 'My word, then, but ye're a gleg chiel.')

'There's that about him that canna be mistaen by ony thing o' a quick ee, however he may disguise himsel.'

('Disguise himsel! What does the body mean by that? Whan did I disguise mysel, unless it war wi' liquor? Maybe he means that, though.')

'And, besides,' continued the unconscious speaker, 'hadna I certain information, frae a quarter that I couldna doot, that he had set oot on ane o' his vagaries, and that there was every reason to belive that he had come oor way? And it's the very dress, too, that was described to me.'

('By my troth, then, but that queer aneuch!' here quoth Willie. 'Wha the deil could hae tellt to you that I was on the tramp, and that I was coming this way? My very dress described, too—do, that's unaccountable.')

'It's a queer notion that o' the man's about the country this way,' here interposed the laird's wife, 'I'm sure he maun meet wi' mony odd adventures when he's on thae tramps.'

'Deil a doot's o't—mony a ane; and that I hae met wi' the nicht's ane o' them. But what's strange in the notion o' me gauu about the country? How else could I mak a leevin o't?'

'His faither had the same trick before him,' replied the laird to his wife's remarks.

('That's a curst lie—my faither, honest man, was a douce, decent, sober-livin weaver.')

'I reckon't, guidwife, a lucky thing that he has come oor way.'

('Do ye, indeed!—then, feth, sae do I.')

LAND, BUTTER, ETC., AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

BACON, HAMS, SHOULDERS, AT CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

'He'll no forget oor kindness, I dare say.'

('The ne'er a bit o' that I'll do.')

'And maybe he'll help us to eor ain again, frae the laird o' Haudthegrip.'

('Wi' great pleasure. But hoo do ye expect such a service as that frae the like o' me?')

'I've heard o' his doin the afore. But I say, guidwife, mind we maunna just let on barefacedly that we ken wha he is; for I can see, frae the way he took my hints the nicht, that he doesna like it. A' that I could do I could na drive him into a corner on that subject. He aye shyed the question. Sae we maun tak nae mair notice o't; for ye ken kings are kittle cattle to deal wi'.'

(Kings! Whar the deevil are ye noo, laird? What's a' this about?')

'So they're said, John,' replied the laird's better half; 'and I think the less we hae to do wi' them the better.'

('My feth, ye're richt there, guidwife, as I ken to my cost. I was ance very near hanged by the king by mistake, amang a wheen Border rievers that he strung up. The rope was about my neck before he wad listen to my story or be convinced that I wasna ane o' the gang.')

'This is the first night,' continued the laird's wife, 'ever a king was under my roof, and I hope it'll be the last.'

Here we must interrupt the dialogue for a moment to say that it would have done any man's heart good to have seen the expression of Willie's countenance when his last sentence reached his ear. The painter's art alone could convey a correct idea of the look of perplexity and amazement which it exhibited. A glimmering of the facts of that singular case which will shortly be made to appear plain enough, began to break in upon him. But, as he could not yet entirely trust to its feeble light—in other words, could not believe that it applied to him—he lay as still as death, scarcely daring to breathe till he should gather something more regarding the strange insinuation that had just reached him; and for this he had not long to wait.

'Speak laigh, Jennys—peak laigh, woman,' said the laird, in reply to his wife's disloyal remark. 'He's maybe no sleepin; and I wadna for the best cow in my byre that he heard ye say wha ye hae said. I assure you, for my part, guidwife, I'm very proud o' the honor. He's just as guid a fellow as ever I spent a nicht wi'. My faith, he tooms his bicker like a man, as your greybeard 'ill witness in the mornin, guidwife.'

Here a loud and long-drawn whee-e-ou from Willie announced that he was now fully enlightened on the mysterious subject of of the extraordinary attention, kindness and hospitality of the laird of Whinnyhill, and his wife.

There was, in short, he felt, longer any doubt of fact, that he

PORK JOWLS, PIGS' FEET, ETC., AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

BACON, HAMS, SHOULDERS, AT CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

LARD, BUTTER, ETC., AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

had been mistaken for them for no less a personage than the king, James V., whom all our readers know was in the habit going about the country frequently in disguise; and it was true, as the laird had said, he had heard that he was at this moment abroad on one of those whimsical perambulations; and it was farther true that he was in the neighborhood of Whinnyhill.

Here, then, was rather an odd predicament for the southland harper. And he felt it to be so.

'Ta'em for the King, as I'm a sinner!' said Willie—thus following up the whistle of amazement with which he had hailed the disclosure of the astounding fact. 'Od, this coves the gowan! I've met wi' mony a queer thing in my life, but these beats a'oot and oot, as the weaver's wife said when she couldna find an end to the puddin.' And Willie forthwith proceeded to ruminate internally on the singular situation in which he now found himself; and it was while thus ruminating that he was struck with the bright idea which forms the leading feature in the sequel of our tale. This idea was, to maintain the character which had been thrust upon him, and continue to enjoy the good living which, judging from what he had already met with, was likely to accrue from the deception. He determined, therefore, to try and throw a little more dignity into his manner, and to be a little more guarded in his language---a good deal of which he felt would scarcely be becoming in a king, whatever character he might choose to personify; and, in conclusion, he resolved, in all cases where he should perceive that he was not mistaken for a prince in disguise—which he was conscious would, after all, be but seldom—to give such hints as should induce the desired belief; and, where it should appear to exist, to confirm it by the same means.

Having chalked out this line of conduct for himself, and having indulged in a few more speculations on the subject, Willie resigned himself to sleep, and, in the morning, awoke---a king in disguise.

True to the resolutions he had formed overnight, and not without ability to act up to them, Willie, on the laird's entrance into the apartment in the morning to inquire how he had slept looked as majestic as he could, and, in a familiar but condescending manner saluted him with—

"Ha, laird! how dost? None the worse for thy potations last night? On my royal—ah! on my word, I mean—thou hast been nearer regicide than thou wottest of. Another such night and I would be a dead man!"

'The deil a fear o' ye sir,' said the laird, now fully confirmed in the belief that it was James that stood before him. 'It's not a drap of guid soun' liquor that'll kill ye, I warrant; and it was nae o' the worst that ye had last nicht, I assure ye. I would hae been ill my pairt if it had. And noo, sir,' he continued, produc-

ing at the same time a huge bottle of brandy, which he had hitherto concealed behind his back—'Ye'l just take a hair o' the dog that bit ye. A toothfu' o' this,' filling up a large cup, 'I'll keep the cauld morning air aff yer stomach; for, nae doot, sir, yours, after a', is just like ither folk's.'

'Richt soond advice, laird, as I'm a—a sinner. I'll pledge thee most cheerfully,' said Willie, stretching out his hand to take the proffered cup, and thereafter draining it to the bottom with an eagerness and relish that amazed even the laird, who certainly thought it strange in a king.

'Anither, sir?' said the latter, encouraged by the rapidity of his guest's execution, and looking at him slyly as he spoke.

'Why, laird, I don't mind if I do,' replied Willie. 'It warms me like a yard o' Welsh flannel. If my mother's milk had been like that, laird, I would have been sucking still!' Saying this he turned over another cup with undiminished gusto. Here in truth was a weak point in Willie's character. He could not resist liquor, and had the laird persevered in giving him more drink he would very soon have unbinged him, for there is little doubt he would have forgotten his assumed dignity, and have swallowed much more than became a king at that unreasonable hour.

Luckily for his guest, however, the laird desisted from pressing the bottle farther, and this danger was avoided.

Willie, conducted again by his host, now proceeded to an apartment where he found a sumptuous breakfast prepared for him, of which he partook with an appetite that impressed his host with a very high and satisfactory opinion of the state of his sovereign's health; and being a loyal subject the circumstance filled him with unfeigned joy.

On the conclusion of the repast—'Weel, sir,' said Willie's host, 'what direction do ye propose takin noo? I here there's to be a gran' hanlin at Braehead the nicht. Ye might get some rare fun there, sir, an' ye gaed—just o' the kind ye like.'

'Why, thank ye, Whinnyhill—thank ye for the hint! I'll just e'en go there then. But what's the occasion, laird?'

'A very guide aine, sir—a hoose heatin. The laird o' Tumlinwa's takin possession o' his new hoose, and he's no ane to stint his freens o' either meet or drink when he brings them thegither. Ye'll want for naething, Pae warrant ye.'

'Why, faith, mine honest friend, and these are just the quarters I like,' replied Willie, very well pleased to have got such a useful hint as to the direction he ought next to take.

'But,' continued the laird, 'mind the Middlemass wood, sir, and keep a gleg ee about ye when ye're passin through't; for, as I was saying before, there's some gay unchaney chiefs therabouts enow.'

OATS, OATS, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

EMPIRE FIRE AND MARINE INSURANCE INCORPORATION, JOSEPH CARMAN, AGENT, HALIFAX, N. S.

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'Never fear me, laird, replied Willie; 'I'll gie as guid's I get ony day—let who likes try't.'

Willie being now ready to resume his journey, and having expressed a wish to do so without further delay—for in truth he was not sure how long he might escape detection—the laird accompanied him a little way to see him on his journey, as he said, fairly on his way.

At parting, Willie took his host by the hand and said, with all the dignity he could muster, and with a look which was intended to convey than it would have been perfectly proper to express—

'Fare-ye-well, laird, and many thanks for your hospitality. Depoend upon it I will not soon forget it. It may stand thee in good stead some day.' And with this he walked off with as much majesty as he could conveniently assume, leaving the laird of Whinnihill highly delighted with his good fortune in having had an opportunity of making the personal acquaintance and friendship of his sovereign.

Willie in the meantime pursued his way, and after two or three hours' smart walking found himself entering the wood about which he had been cautioned by his late host; and, although as indifferent to danger of the kind here threatened as most men, he thought there would be no harm in keeping the sharp look-out recommended to him.

He now accordingly proceeded with a more wary step and kept peering around him as he advanced, to prevent his being taken by surprise. And it was not long ere he found that neither his own caution nor the hints which his late host had given him were unnecessary. When he had got about half way through the wood he perceived three or four suspicious looking fellows skulking amongst the trees a little in advance of him and directly in the route he was pursuing.

'By St. Andrew, there they are!' said Willie, on observing the persons alluded to—'the very chieles the laird spoke aboot, or I'm greatly mistaken.' And he began to free his sword hilt from those parts of his garment which were likely to interfere with its ready use. Although somewhat alarmed at the appalling odds against him, Willie resolutely held on his course till he arrived within a few paces of the foremost, who stood directly in his way with a drawn sword in his hand and who he now perceived was masked and muffled to the eyes in a cloak, as were also his companions.

On perceiving the hostile attitude of the fellow, Willie also drew, stopped short and demanded the reason of his being thus interrupted in his peaceful progress. To this inquiry no immediate reply was made. The ruffians seemed doubtful of their object—indeed, Willie overheard them say as much; and they appeared, besides, rather disconcerted by his resolute bearing and by the circumstance of his being armed. This he also overheard. Ob-

CRACKED CORN AND FEED MEAL, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

TORONTO FLOUR, FEED, AND PROVISION DEPOT, 28 BEDFORD ROW, HALIFAX, N. S.

MIDDLETOWN, AT J. CARMAN'S, 28 BEDFORDROW, HALIFAX, N. S.

serving their hesitation, and thinking his assumed dignity, if, announced, might terrify the fellows, and save him from the perils of an unequal encounter, Willie called out to them—"What, ye knaves! would ye kill your King?" Never were expressions more unluckily chosen—never imposition worse timed.

'It is him! it is him! shouted out the ruffians in reply. 'Down with the tyrant!—down with the spoiler! Strike, Geordie, strike, for a thousand merks.' And the whole rushed upon Willie at once, repeating their cries of 'Down with the tyrant! the spoiler! &c. But this was much easier said than done. Willie instantly retreated before his enemies. But it was by no means from fear. He was practicing a very ingenious ruse; and it was one that he brought to a very successful issue. He retired from his assailant in order to separate them: and, having succeeded in this, he suddenly turned around and, before the man who was nearest him was aware of his intention, ran him through the body. Having accomplished the dexterous feat, which he did quick as thought, he continued his flight until another had got considerably in advance of his companions, when he repeated the experiment, but this time by striking at desperate back blow with his sword, which, taking full effect on the face of his pursuer, inflicted a hideous wound that instantly disabled him from all further exertion. The other two, seeing the fate of their associates, and horror-struck with the ghastly appearance of him that was just wounded, lost heart, and fled. But, for one of them at least, this attempt was vain. Willie's blood was now up; and, not content with what he had already done, he gave chase, shouting out, as he pursued, 'Down wi' the tyrant, ye villains! By St. Andrew, we'll see wha'll be daun first! If I dinna gie ye yer kail through the reek, may I never chew chesse again!' And with this—for Willie was as supple of limb as dexterous and ready of hand—having overtaken the hindmost of the fugitives, he ran the flying ruffian through the back, who instantly fell forward on his face, a dead man. Thinking he had now done enough, and not a little exhausted with the exertions he had made, Willie, allowing the last of his assailants to escape, flung himself on the ground, to recover breath, exclaiming, as he did so, after a long drawn respiration, 'Hech, but this has been a deevil o' a touch job. This kingcraft 'ill never do. Here have I been as near murdered on account o't as ony decent man wad wish to be. I've nae notion o' the tred ava, whar ye're cuttled up ae nicht like a sick wife, wi' the best to eat and drink, and the next to hae yer throat cut. It's no the thing, by ony means.'

Such were the reflections in which Willie indulged on this occasion—an occasion which had shown him that the life of a king as kings and subjects were in Scotland in his time, whatever respect it might procure him, in some instances was one of no small

FLOUR, OATMEAL, CORNMEAL, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

MIDDLING'S, 28 BEDFORD ROW, HALIFAX, N. S.

TORONTO FLOUR, FEED, AND PROVISION DEPOT, 28 BEDFORD ROW, HALIFAX, N. S.

peril. Although, however, he had determined, from the experience which he had just had of the dangers of royalty, to resign the character, and disavow all claims to its dignities very shortly, he yet resolved on going through with it for one day longer—that is, until he had tried what sort of treatment it would procure him at Braehead, whither, the reader will recollect, he was now proceeding on the recommendation of the laird of Whinnyhill.

In this resolution, therefore, he in a few minutes started once more to his feet, and resumed his journey, leaving the dead bodies of the slain where they had fallen; but not, it must be observed, before he had carefully searched them, to see whether or not there was any thing about them to reward him for the trouble of killing them. But in this he was disappointed. On none of them was there any thing of the smallest value.

‘Od, ye’ve been as puir’s mysel., he said, on completing his fruitless scrutiny into the pockets of the deceased. ‘Deil a bodle! No as muckle as wad supper a midge.’

Having said this, he rose from the kneeling posture in which his employment had reduced him, and, as we have already said, resumed his march through the Middlemass wood.

Leaving Willie to prosecute his journey, we request the reader to return with us to Whinnyhill, where we shall find a circumstance occurring which is intimately connected with the denouement of our tale.

Shortly after the former’s departure from the place just named, another stout carle of a mendicant appeared at the laird’s gate. I, was the dinner hour and, as was then customary in the country and is so still, we believe, in some places, the doors were all carefully secured, and no egress or ingress permitted till the conclusion of the meal. To this exclusion, however, the person now seeking admission to the laird’s did not seem willing to submit, for he began to thunder at the gate with the impetuosity and vehemence that scarcely beseemed his very humble calling, and as if this was not enough he shouted out at the top of his voice on the inmates to open the gate to him.

Yet, however unbecoming his conduct, or however insolent it may be thought, it had the desired effect of procuring him the service he wanted.

The laird himself answered the call, though certainly more for the purpose of letting out his wrath on the noisy intruder than to let him in.

‘My feth, friend,’ he said, his anger greatly increased when, on opening the gate he found that it was a common vagrant who sought admittance, ‘but ye’re no blate to rap at foik’s doors this gaet. An’ ye had been the best man in the land ye couldna hae been baulder. My certy, it’s come to a pretty pass when beggars bang at yer door like lords!’

CANADIAN CHOPPED FEED, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

FLOUR, OATMEAL, CORN MEAL, AT JOSEPH CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

JOSEPH CARMAN, PRODUCE MERCHANT AND INSURANCE AGENT, 28 BEDFORD ROW, HALIFAX, N. S.

'The devil's in the old churl!' replied the undaunted beggar. 'Dost not see that I'm knocked up with fatigue, man, and didst think I was to stand here starving of hunger, if a few knocks at your gate was to bring me a little nearer to some refreshment? Come, Winnyhill,' continued the free and easy beggar, at the same time slapping the former familiarly on the shoulder, 'I know ye man, I know ye to be a good honest fellow, and one who grudges nobody either bite or sup. So, let's have something to eat directly.' And he bestowed another hearty smack on the laird's shoulder.

'By my feth, sirrah!' replied the latter, amazed and irritated at the singular ease and impudence of the mendicant, and above all at his presumptuous familiarity, 'but that's a new way to seek awmous. 'Od, freen, an' ye lack ony thing, it'll no be for want o' askin't.'

'Why, Whinnyhill, how should I get if I didn' ask?' said the mendicant. 'Take my word for it, Whinny, when you want a thing there's nothing like asking. Your modest fool always comes off with an empty hand, and maybe an empty stomach too. Why, man, dost think people will run after one offering one what one wants without solicitation? No, no; and besides, a thing that's worth having is always worth asking.'

'Ye're maybe no far wrang there, freend," said the laird; 'but ye'll allow me to say that ye're ane o' the bauldest, no to say ane o' the impudentest beggars I have seen for a while. Nevertheless, ye may step into the kitchen there and get a mouthfu' o' what's gaun, but mind ye dinna kick up such a stramash at my yett again, when ye come seekin' an awmous, or I'll maybe let ye cool your heels while yere win in, and thankfu' if I dinna set the dog on ye.'

'The beggar man he thumped at the yett
Till the bolt and bar did flee, O,
And aye he swore, as he thumped again.
Teat denied he wadna be, O.

Fal de ral, al, al, al, de reedle al de ral
Fal de ral, al, al, al, de reedle ee di.
The beggar man he thumped at the yett
Till the bolt and bar did flee, O,
When wha should come out but the laird himsel,
And an angry man was he, O.
Fal de ral, etc.'

Such was the reply, chaunted with great vociferation and glee, which the sturdy beggar vouchsafed to the laird's more candid than courteous remarks; and it would have been much longer, to the extent probably of a score of verses, had not Winnyhill impatiently broken in with:

'Wow, man, but ye're an ill-mannered graceless loon as ever I

saw atween the twa een. The greatest man in the land, man, is mair humble and respectfu' than you when he's gaun about the country as ye're doin, and might well be an example to you and the like o' you.'

'What mean ye, laird?—of whom do you speak?' said the sturdy beggar, evidently somewhat concerted by the former's remark.

'Mean,' replied the laird, sharply—'I mean, sirrah, that the King himsel, when he ca's at ony dacent man's house for a nicht's quarters, in his ramble through the country, is far mair civil and discreet than ye are.'

'Indeed,' said the mendicant. 'Dost know the king personally, Whinny? Didst ever see him in the guise thou allud'st to?'

'Wad ye be the better if ye kent?' replied the laird, angrily; then adding in a better humor, as if recollecting it was something to boast of—'To be sure I do, sirrah! and weel I may, seein that he slept here a' last nicht, and's no three hours awa yet.'

'What, Whinny!—the King! The King here last night!' exclaimed the mendicant, now exhibiting in his turn symptoms of surprise and amazement.

'Surely you are jesting, laird?'

'Jestin, sir! I'm jestin nane,' said Whinnyhill, angrily. 'The King *was* here last nicht, sirrah!'

'Impossible, Whinny!'

'Confound ye, sir!—wad ye make me a leear to my face?'

'Oh, no, no, laird,' replied the former, laughing, 'but you may be mistaken in your man. At any rate if it is not impossible it is certainly odd, Whinny.'

'Odd, sir. What's odd about it? Do ye think the King would think himsel demeaned by takin a nicht's quarters frae me?'

'Nay, nay, not at all—by no means, laird, replied the mendicant eagerly, as if anxious to do away the offensive impression—'by no means. The man would be unworthy of being a king who should think there was any degradation in sitting beneath the roof-tree, and partaking of the hospitality of an honest and respectable man like you, Whinny. My surprise, laird, was at finding that the King had been here, for I was informed that he was in an entirely different part of the county. Pray, Whinny, what like a fellow was this king you speak of?'

'What like a *fellow*, sir!' replied the laird in extreme wrath. 'My feth, ye're no blate to speak 'o yer sovereign in thae disrespectfu' terms. Fellow, in troth! Repeat that word again, sir, in the same breath wi' the Kings name, and if I dinna teach ye better manners, blame me! Ye've muckle need of a lesson, at ony rate.'

'Very good, Whinny--very good,' said the sturdy beggar, laughing heartily at the angry earnestness of the laird. 'I meant no

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LARD, BUTTER, ETC., AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

MIDDLEINGS, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

offense, man—none whatever. I've as great a respect for the king as you can possibly have.'

'It dosena look like it,' interrupted the laird.

'But it is so, nevertheless, I assure you,' replied the former, 'and I like you all the better, believe me, for your loyalty.'

'Ye like me a' the better!' said the laird. 'And wha the deil cares whether ye like me or no! By my troth, but ye're very condescendin!'

'Well, well, Winny,' replied the mendicant, 'again laughing. 'But tell me, how did you know the king in his disguise? Are you sure it was him, after all?'

'Sure enough,' said the laird gruffly, 'he mair than half confessed it himsel.'

'Oh, he did!—then there can be no doubt of it—none. I should like to see his Majesty, laird. Pray, can ye tell me which way he has gone!'

'Ye're very inquisitive, freen, replied the latter; 'and to be plain wi' ye, I like neither that nor your familiarity. The king's awa to Braehead—and that's the last ye'll hear frae me, sae step into the kitchen and get a moutfu,' and then take yerself aff' as sune's ye like. And with this the laird was about to walk off, when the medicant, who continued to stand still where he was, called him back and said—

'Laird, harkee—canst keep a secret?'

'If it's worth keepin maybe I can.'

'Well, then,' rejoined the former, 'although not very nice in these matters, I'm not altogether reconciled to taking my refection in your kitchen though, I confess it, most particularly hungry, and therefore ask you what would you think now if I was the King and that person, whoever he is, whom you took to be the King, was an imposter?'

'Wow, man, but that's a clumsy trick,' replied the laird, chuckling at his own ready sagacity and penetration. 'I'm owre far north, lad, to be come owre that way.'

'Well, laird,' said the medicant (who—we need conceal the fact no longer from the reader—was indeed no other than James himself), 'well, laird,' he said smiling, 'I assure you your penetration is at fault this time, for I tell you I am the King, Winny!'

'And I tell you,' replied the laird, 'that I dinna believe a word o't; and mair, for your impudence in attempting to impose upon me, ye shanna get bite or sup here this day. Tak my word for that.'

Dropping here the dialogue we relate the sequel in simple narrative. It was in vain that James endeavored to pacify the irritated laird, and to prevail upon him to let him have the refreshments of which he stood so much in need. Obstinate at all times, Winnyhill was particularly so on this occasion, and not all that

FLOUR, OATMEAL, CORNMEAL, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

the good-humored monarch could say could move him from his purpose of denying him admittance to his house, or affording him the slightest hospitality.

Finding his efforts in vain, James at length gave up the task as hopeless; but though not a little disappointed—for he felt both fatigued and hungry—he saw that he could not be displeased, since his churlish treatment by the laird, singularly enough, proceeded from his love and respect for himself. It greatly puzzled him, however, to conceive who it could possibly be that had taken up his incognito (for that some one had done he felt assured), and seemed so successful in the use of it. The trick was a new one to him, and he could not help being tickled with the ingenuity of the imposter in hitting on so novel an idea. His curiosity, too, to see his rival was great; so great that on finding he could make nothing of the laird of Wunnyhill, he determined on setting out immediately for Brachead, a distance of about six or seven miles, whither he had been told his counterpart had gone; and acting on this resolution he started directly for that destination.

On passing through the Middlemass wood, which was the direct and shortest route to the place he was going to, the King's attention was arrested by the dead bodies which Willie had left behind him, and which were still lying as they had fallen.

'Ha!' exclaimed James, suddenly stopping on perceiving them, 'what's this! Here has been some lawless work, which I must inquire into when I return to Falkland.' A hollow groan at this moment fell on the King's ear, and directed him to the spot at a little distance, where lay the man who had been so severely wounded on the face by the back stroke of Willie's rapier. King James stooped over the dying man and inquired who he was, and what was the meaning of the horrid scene around him. The mutilated wretch fixed his glassy and almost sightless eye on the face of the King and said, speaking at long intervals, and as distinctly as his little remaining strength would permit:

'I'm a dying man, stranger; but I deserve my fate.'

'Indeed!' said James—'then thy iniquities must have been great, for thou'rt in very bad case. What hand dealt thee that cruel blow, man?'

'The King's,' replied the wounded man.

'The King's!' said James—'what mean ye?'

'I mean,' said the dying man, 'that it was the King's sword that left me as you now see me. We waylaid him in this wood, expecting he would come—and he did, in disguise; but he was too many for us, being armed, which we did not look for.'

'And what motive, miserable man,' said James, 'had you for attacking the King? I'm sure to you and such as you he has ever been a gracious prince. To none but his insolent and tyrannical

nobles, who would make slaves of you and a puppet of him has he ever been accused of severity.'

'I acknowledge it,' said the dying man. 'But we were hired to do the bloody work.'

'Ha! hired!' exclaimed James in alarm; 'who hired you? Speak, speak man, who hired you?'

'That I will not tell,' replied the man; 'for I've been under obligations to him. But, stranger,' he continued, 'as you would have the blessings of a dying man upon your head, you will--you will'—

Here the speaker seemed on the point of expiring; and the King perceiving this, and dreading that that event would take place before the dying man could make any disclosures--

'I will what? I will what?' he said eagerly and impatiently.

'You will, resumed the wounded man, after a short interval, repair to Falkland and tell the King--the King--to beware of--of--

"Whom, whom, man?" again interrupted James, breathless with the feeling of intense interest that now possessed him--"whom, man, for a thousand pounds!" he exclaimed, forgetting in his impatience and eager curiosity, his assumed character.

Apparently heedless, however, or unobservant of the questioners emotion, the dying man at length slowly added, 'Of the Earl of Bothwell,---and expired.

'Ha! Bothwell! Bothwell!' repeated James, now falling into a profound reverie; ay, is he at these pranks? He shall be cared for, however. I warrant he plays no more of them. But it would seem,' continued the King, musing, 'that this impudent varlet, my counterpart, has stood me in good stead here, and, by my honor, done me good service, too. Had it not been for him, however unwittingly he may have thus come between me and danger, I must have been slain by these ruffians. I'll forgive the dog his impudence, after all. Nay, he deserves a reward, and he shall have it too.' Having said this, or rather thought it, James resumed his journey, and we shall avail ourselves of the opportunity which this circumstance affords, to throw in a word or two explanatory of the discontented spirit which had led to the attempt on the King's life above spoken of.

James V., it is well known, though an amiable and generous prince, and possessed of many excellent qualities besides, was particularly obnoxious to his nobles, on account of his persevering and successful efforts to restrain and limit the exorbitant power which they had acquired during his minority, and which they showed no disposition to relinquish on his assuming the reins of government.

With this political hostility, as it may be called, to his nobles, James, recollecting what he had suffered from them in his youth, mingled a feeling of bitter, personal dislike, and the consequence

BACON, HANS, AND SHOULDERS, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

POKE JOWLS, PIGS' FEET, ETC., AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

BACON, HANS, SHOULDERS, AT CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

FLOUR, OATMEAL, CORN MEAL, AT JOSEPH CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

was an unrelenting and unremitting course of persecution on the one hand, and of impatient endurance on the other; and the attempt of the king's life, whose consequences our hero, Willie, had so opportunely averted, was one of the ebullitions of that treasonable spirit which this state of matters had engendered.

To return to our tale. Little more than an hour's walking having brought James to Braehead, he entered the house, which was one scene of mirth and merriment; and uninvited, and we may add unopposed too, walked into the kitchen, where a number of country girls and their sweethearts were assembled, to share in the good cheer and jollity of the evening.

On entering the apartment the King's attention was instantly attracted by a conspicuous figure seated at the further end, and very enviably placed between two uncommonly pretty girls, whom he was entertaining with a volubility of tongue and noisy glee which seemed to afford them great delight, and to have carried him far into good graces. But the influence of the exuberant spirits of this joyous, but somewhat obstreperous person, was by no means confined to his two fair supporters. He had, by the time James entered, evidently secured that pre-eminence which belongs to the character usually known as the cock of the company. He was, in short, obviously in undisputed possession of the popular voice, and there was no doubt was considered by every one there as first fiddle of the evening.

This jovial person, we need hardly say, was no other than our friend Willie, and James, as he eyed him, at once guessed that he was the person who had done him the honor of representing him at Whimpyhill.

Satisfied of this, the disguised monarch stole quietly round to where Willie was seated and whispered in his ear this courteous inquiry---

'I say, friend, who the devil are you?'

'And I say,' said Willie, looking hard at the queriest, and by no means making any secret of his inquiry, 'wha the deevil are ye?'

'Just what you see me,' replied James. 'Going about the country seeking a living wherever I think it likely I may pick it up.'

'Nae harm in that ava, freen,' said Willie. 'Puir bodies maun leeve some way or anither. They're no gaun to die at a dike side if they kin get a mouthfu' for the askin.'

'Surely not, surely not, friend,' replied James. 'But, I say,' he added, and drawing Willie close to him, in order that the communication he was about to make might be inaudible to those beside him, 'do you think I don't know you, sir, notwithstanding your disguise? If you do you are mistaken. I know you well, sir. You are the king!'

BRAN, BRAN, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

CANADIAN CHOPPED FEED, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

'And what though I be, sir?' said Willie boldly, but secretly surprised to find royalty thus again thrust upon him.

'What's that to you? But I say,' he added, and now whispering in his turn, 'as ye value yer head mums the word about that enow, for I'm in very guide quaters whar I am, and hae nae wish to gang among the gentry. Sae, keep a clam sough aboot it or ye may fare the waur.'

'Nay, nay, now,' replied James, 'I really cannot endure to see my sovereign in such an humble situation as this--a situation so unworthy of his dignity. It is unseemly and painful to behold. I will not endure it!'

'But it is my pleasure, sirrah,' said Willie, angrily and impatiently, 'and that's aneuch. Sae, mak' nor meddle uae mair wi't or ye'll maybe rue't. Do ye think I want to make a speetle o' mysel?'

'Excuse me; but positively, sir, I insist on your being treated with more respect. I must inform the laird of your being here.' And, without waiting for any further remonstrance on the subject from Willie, or paying any attention to his anxious calls to him to return, the disguised monarch hurried out of the apartment and desired one of the servants of the house to inform his master that a person wished to speak to him on important business, and that he would find him in front of the house.

Having dispatched this message James walked out, and at a little distance, awaited the laird's appearance. On his approach--'Well, laird,' said the King, 'dost know me? I think thou shouldst. We have seen each other before.'

The person thus addressed looked silently and earnestly for some time at the disguised monarch, as if perplexed by the question, but at length eagerly and joyously exclaimed, at the same time doffing his cap or bonnet with the most profound respect--

'I do, sir--I do. You are the King!'

'Hush, hush,' said James. 'Not a word of that just now. My crown's in danger, laird. There's a rival near my throne. Dost know, laird, that there's another king in your kitchen at this moment?'

'You are pleased to be merry, sire. Pray, what does your majesty mean?' replied the laird, smiling, but evidently at a loss to comprehend the joke.

'Why I mean precisely what I have said, laird. There is, I repeat it, another king in your kitchen just now, and a rattling, stalwart-looking fellow he is, with a couple of very pretty girls, one on each side of him. But here is the truth of the matter, laird,' continued the King, compassionating the former's perplexity--'here's a fellow, at this moment, in your kitchen, who has taken it upon him to assume my incognito, and has, in his character, already imposed on Whinnyhill.'

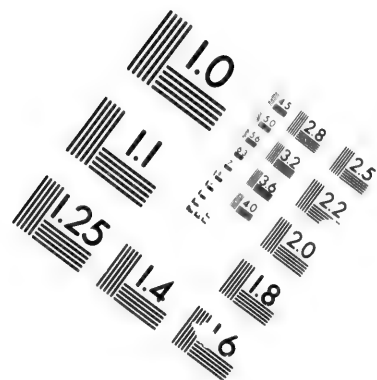
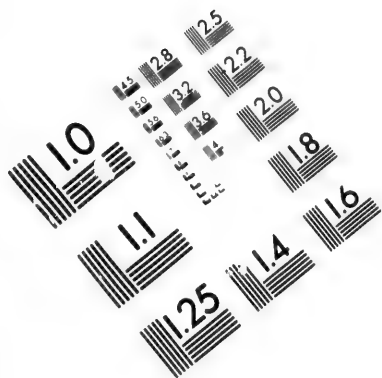
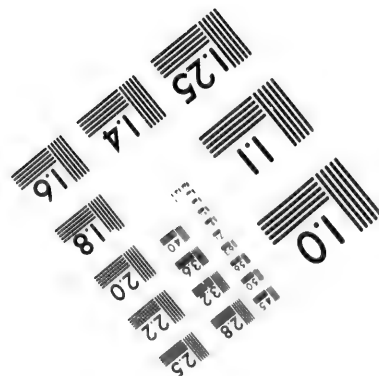
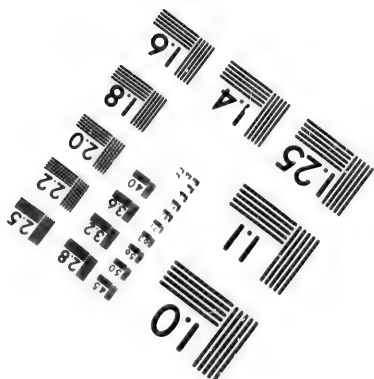
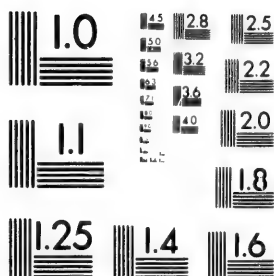


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'The knave!' exclaimed the laird. 'We must have him instantly hanged.'

'Nay, nay; not so fast, laird. The fellow deserves a fright and he shall have it; but he has done me good service, though unwittingly, and I must forgive him.' And James here proceeded to relate the adventure in the Middlemass wood, which is already before the reader.

When he had done: 'Now laird,' he said, 'we shall have some amusement with the rogue. You shall wait on him, and, professing to take him for what he represents himself to be, respectfully invite him, nay, insist on him joining you and your friends at your own table, for I rather think he'll flinch if he can, and I shall, by-and-by, send in a messenger to announce my arrival, and to seek admittance, and we shall then see how the rogue looks.'

The laird, who was himself a bit of a humorist, readily entered into the spirit of the jest, and immediately set about its execution. Proceeding to the kitchen he walked up, hat in hand, to where Willie was seated between his two doxies; and standing respectfully before him, informed him that from some intelligence he had just received from Whinnyhill, he had come to solicit his illustrious guest to accompany him to a place more befitting his dignity, though still far from being worthy of it.

'Why, laird,' replied Willie, after his best manner, 'I thank ye, but to tell you a truth, I'd rather remain where I am. I'm amazingly well here, and cannot think of leaving these twa bonny lasses.' And here the gallant harper chuckled the girls under the chin.

'Nay, excuse me,' said the laird, bowing low, 'but I insist on your accompanying me. I will explain myself farther when we get to a more fitting place.'

'Why, if you do insist, laird,' said Willie, 'I really do not see that I can refuse you.' And with this he rose, though with evident reluctance, from his seat, and, after comforting his fair companions with an assurance that he would rejoin them as soon as he could, followed the guidance of his host. He conducted him into an apartment where were a number of people assembled round a well-stored table, in the full career of social enjoyment. Willie by no means relished this display of company, as it greatly increased the chances of detection, but he resolved to brave it out the best way he could.

On his entrance the party, to all of whom the hint had been given of what was going forward, rose to their feet and stood respectfully till Willie was fairly planted in a large arm-chair at the head of the table, when they resumed their seats. Every degree of respect and attention was now shown to the mock king, which could have been bestowed upon the real one—with this exception, that he was plied with fully more liquor than it would have been

altogether becoming to have pressed upon an anointed sovereign. In this, however, Willie himself saw nothing derogatory, and therefore continued to swallow all that was offered him, till he got, as was usual to him in such cases, into most exuberant spirits, when he began to entertain the company with some of his choicest songs and stories, and with the usual effect of 'setting the table in a roar.' Willie was, in short, in a fair way of becoming, if not king of Scotland, at least king of the company; and had attained about mid career in his bright track of jollification when a messenger entered and informed the master of the house that a person desired to see him on business of importance. The laird, instantly obeying the summons, withdrew. In a few minutes, however, he returned, and with an air of surprise and perplexity said, but more particularly Willie—'Gentlemen, here is a very strange matter. Here has a person arrived at my house who insists on it that he is the king, and demands admittance.'

'Admittance!' roared out Willie, evidently a good deal discomposed by the communication—'on no account admit him, laird. Tie the imposter neck and heel and throw him into the nearest burn? Pack him off instantly!'

'Nay, Nay, sir,' replied the laird; 'I think we had better admit him and leave it to you and him to decide which of you has the best claim to the dignity.' And before Willie could make any farther objection James himself was ushered into the apartment.

On his entrance—

'Where,' he exclaimed with a fierce frown—'where is the impudent varlet that has been imposing on the incredulity of my subjects by assuming my incognito? Art thou the knave?' he immediately added, and now addressing Willie, who, completely crestfallen, was looking at him with the most rueful expression of countenance imaginable.

'And if I am man,' said Willie in a piteous tone in reply to this home charge, ye needna make sic a stramash aboot it, nor look sae dooms angry either. I'm sure yer royalty's no a whit the waur o' me haen't on for a wee bit, and, guid ken's ye're welcome till't back again, for it dosena fit me. Sae tak it, sir, and muckle guide may't do ye!'

Here James could contain his gravity no longer, but burst into a loud laugh. 'And what, you knave,' he said 'put it into your head to practice this imposition? You have fairly deceived Whinnyhill.'

'The ne'er a bit o' me did that, sir,' said Willie, now somewhat relieved of his fears by the king's good humor. 'He deceived himself' And here Willie related, to the great amusement of James, the conversation which he had overheard between the laird of Whinnyhill and his wife, and concluded with, 'So you see, sir, he made me a king whether I wad or no, and as he put on the

coat I just wore't, although it was like to cost me dear aneuch in the Middlemass Wood.'

'I've heard of that too, sirrah,' replied the king, again laughing, 'and it is for the good service thou didst me there that I now feel disposed not to hang you.'

'That's an ugly word, sir.'

'Go to, go to, you knave!' said the good humored monarch, smiling, and at the same time drawing forth a well-filled purse from beneath his outer garment, and thereafter throwing it towards Willie—'There, sirrah, take that and get thee gone, but mark me, my royal brother, see thou dost not try this prank again, else your quarrel and mine may be a more serious one than it has been on this occasion.'

Glad to get off on such favorable terms, Willie sneaked out of the apartment without making any further remarks, and next day set out on his return to his native district, forswearing kingcraft and the kingdom of Fife forever.

WIT AND HUMOR.

A lawyer is not a necessity for necessity knows no law.

Obviously the correct drink after Dutch oysters—Hollands.—*Judy*.
Men are geese, women are ducks, and birds of a feather flock together.

A modern essayist defines "gossip" to be the "putting of two and two together and making five of them."

"I go through my work," as the needle said to the idle boy. "But not till you are hard pushed," as the idle boy said to the needle.

"What! no more ammunition?" cried the captain of a military company on a field-day. "Then, ah! cease firing," replied the officer.

Ruskin says in a recent work that women, if they wish to, could easily put a stop to war, that all war is for their sake, and because they desire it.

A young gentleman who has recently contracted a matrimonial alliance with a stout, elderly party who has a thousand or so in the funds, says it was not his wife's face that attracted him so much as her figure. There is something in this.

A conceited fellow, in introducing his friend into company, said: "Gentlemen, I assure you he is not so great a fool as he seems.—The gentlemen immediately replied: "That is exactly the difference between my friend and myself."

Different opinion.—"Madam," said a cross-tempered physician to a patient, "If women were admitted into paradise their tongues would make it purgatory."—"And some physicians, if allowed to practise there," replied the lady, "would make it a desert."

Here is one of the best sayings of Dr. Talmage: "When we find a man contemptuous of labour, and acting as though he never worked at all, and as though his ancestors had never worked, we make up our mind that if you go a little further back in that man's ancestral line you will run against a scavenger's cart or upset a soap-boiler's kettle."

Religion.—Cicero defines it thus: The term "Religion" merely originated from the ancient practice, similar to the modern, of formally repeating over and over, at stated periods, the rituals of worship or forms of prayer in use; the word *religiosi*—religious—being derived from *relegendo*—reading over again and again.

Knautical Knotty Points.—Can a captain put a ship in irons without a court-martial? Is a ship's sheet-anchor only used on the bed of the ocean? What becomes of the boys borne on the ship's books? Is the Union Jack emblematic of a moral engagement? Is it told of Nelson that he once slept on his watch, and, on being reported, said it was a very hard case. Give your authority for this historical anecdote.—*Judy*.

It is related of a Parisian portrait-painter that, having recently painted the portrait of a lady, a critic, who had just dropped in to see what was going on in the studio, exclaimed: "It is very nicely painted; but why did you take such an ugly model?"—"It is my mother," calmly replied the artist.—"Oh, pardon a thousand times!" from the critic, in great confusion. "You are right; I ought to have perceived it. She resembles you completely."

A Retraction.—Col. Verney, an Irish member of Parliament, on one occasion made a speech which elicited rounds of disapproval from both sides of the house. He alluded to the interruptions as being "beastly bellowings," for which expression the speaker called him to order. Very promptly he retracted the offensive words, adding, however, that he had never heard of any bellowings that were not beastly.

FIRE AND MARINE RISKS TAKEN, JOSEPH CARMAN, AGENT, 28 BEDFORD ROW, HALIFAX, N. S.

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"Do you love me still, John?" whispered a sensitive wife to her husband.—"Of course I do; the stiller the better," answered the stupid husband.

"My landlady," remarked a man, "makes her tea so strong that it breaks the cups—"And mine," said another, "makes hers so weak that it can't run out of the pot."

It is estimated that there are in the world 120,000,000 Christians, 4,000,000 Jews, 252,000,000 Mohammedans, 111,000,000 Brahmins, 315,-Buddhists.

A footman learned from his master that *malapropos* meant "out of place." Meeting a brother footman who had been discharged he exclaimed; "Ah! my dear fellow, I am sorry for you; you are *malapropos*!"

Talleyrand declared on one occasion that he despised mankind. "The reason," observed Barras, "is very apparent—he has studied himself too deeply."

Fat and Lean Kine.—Fat man: "Five and twenty minutes without a check! You must have found your waterproof very warm, Mr. Wiggles?" Mr. Wiggles: "My dear sir, there is nothing of me to be warm!"—*Punch*

Forbearance.—Member of hunt (to farmer): "I wouldn't ride over those seeds if I were you. They belong to a disagreeable sort of fellow, who might make a fuss about it."—Farmer: "Well, sir, as him's me, he won't say nothing about it to-day."—*Punch*.

What is the difference between a market-gardner and a billiard-marker?—One minds his peas and the other minds his cues.

Critically-inclined persons call the boquet-throwing part of theatrical amusement the "green-house business."

Just so,—Miss Bouncer (with spectacles); "You see I'm for Cambridge, because ma and pa think the light-blue suits me much better."—*Judy*.

Harry: "I wish I were you, aunt."—Aunt: "Why?"—Harry: "Because I should have such a jolly chap for a nephew. Wouldn't I give him a lot o' things next birthday!"

Gastronomy.—Young Hopeful: "Pa, why doesn't the Queen give dining-rooms 'stead drawing-rooms. I know" (with his mouthful) "I would!"—(Is helped last to pudding)—*Punch*.

A conundrum respectfully submitted to the best speller.—If S-i-o-u-x spells su, and e-y-e spells i, and s-i-g-h-e-d spells side, why doesn't S-i-o-u-x-e-y-e-s-i-g-h-e-d spell suicide?—*Judy*.

MIDDLEINGS, MIDDLEINGS, AT J. CARMAN'S, 28 BEDFORD ROW, HALIFAX, N. S.

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